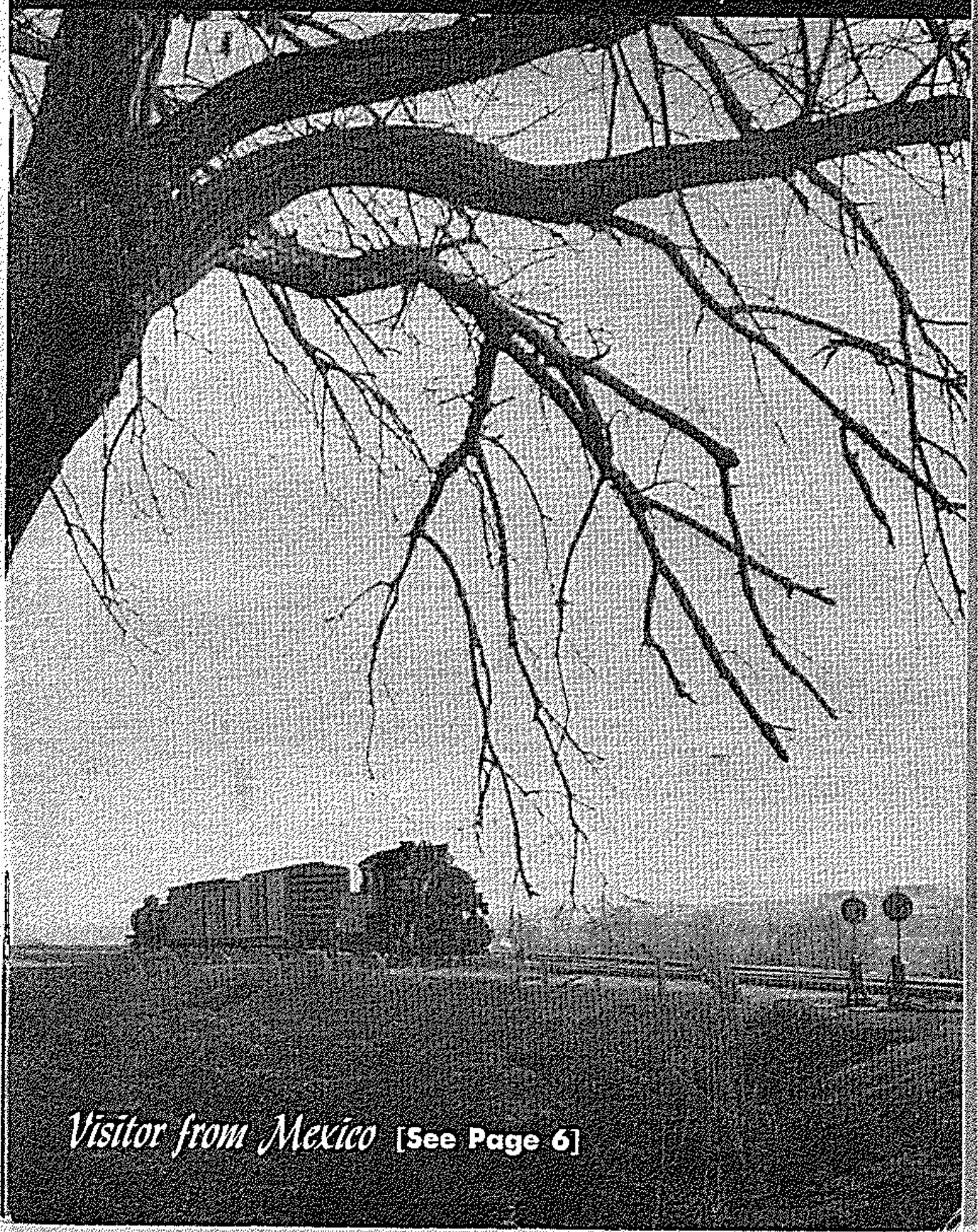
Southern Pacific Bulletin

PACIFIC LINES JANUARY, 1957



Visitor from Mexico [See Page 6]

MANAGEMENT'S REPORT TO YOU

Our investment in improvements — badly needed to meet public demands for increased transportation service — will probably be reduced somewhat in 1957, compared with 1956, chiefly because of lack of rate relief to offset rising costs.

Despite economies from our already heavy investments in improvements, the costs of operating our railroad have risen faster than income. Freight volume held up well in 1956, but net income declined.

Some state commissions have not granted rate increases we asked for in 1955 to cover wage increases of 1954, and some rate increase applications to ease the cost of 1955 wage increases are now pending. Our ability to get investment money is dependent on realistic action by state and federal regulatory bodies with respect to rate increase applications.

Despite the fact that our net income from our investment in transportation property has averaged only 3.5 per cent since World War II, we have shown our faith in the future of our territory by investing heavily to increase the operating capacity of our plant. Our transportation system in 1956 acquired more than 3,000 new freight cars, 69 more diesel locomotive units, put part of our new yard at Eugene into operation, improved our communications, signaling and roadway — and considerable progress was made on our $49 million fill across Great Salt Lake.

During 1957 we will take delivery of 86 new diesel locomotive units now on order, making a long stride toward complete dieselization. As of January 1 we had 10,869 new freight cars on order. In addition, 2,000 new refrigerator cars have been ordered by Pacific Fruit Express Company, jointly owned by us and Union Pacific. First of 21 new double-deck commuter coaches for our San Francisco-Peninsula runs — costing us more than $3¼ million — are scheduled to be shipped to us in March, and the rest by the end of May.

We are going to build a substantial volume of new freight cars in our own shops. Beginning in March we are scheduled to start turning out in our Sacramento General Shops the first of 150 ($1¾ million worth) of new-type flat cars especially designed for our expanding piggyback service. We carried almost 70,000 trailers in our piggyback service in 1956, a gain of about 8,000 over 1955.

Our job, and yours, is bigger than it ever was before. To do justice to the increasing population and production in the territory we serve, we must strive in 1957 to make as efficient use as we possibly can of the improvements we have already made, and which we will continue to make to the best of our financial ability.

"Care a Little--Save a Lot!"

Winners Named In Slogan Contest On Damage Prevention

SIX little words, "CARE A LITTLE —SAVE A LOT," have won the 1957 damage prevention slogan contest sponsored by our Freight Protection, Merchandise and Station Service.

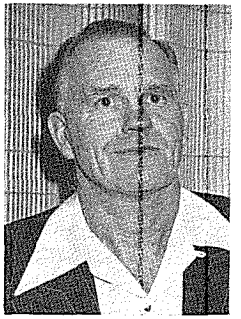
Winner is **Algot F. Viking**, who services diesels at our roundhouse at Eugene, Oregon. Congratulations to him—with $25!

There were more entries submitted this year than ever before, showing a gratifying increase in interest in this important subject, said P. M. Chaimov, manager FPM&SS. Moreover, the entries came from many points throughout Pacific Lines and even from as far away as Miami, Florida.

The slogan contest was publicized in the widely read *Damage Free Press*, published by the FPM&SS, and in the *Southern Pacific Bulletin*.

Second prize of $10 has been awarded to **Richard M. Murdock**, locomotive engineer, West Oakland, whose entry was, "Freight Claim Prevention Demands Attention—YOURS."

Three other entries were each considered worthy of the $5 third prize. **Victor M. Moreno**, boilermaker, Oakland, submitted one of these, "Shippers Trust Us—Protect Their Freight." Another was the entry by **B. L. Canning**, assistant head claim clerk, San Francisco Freight Station, "Stop Loss And Damage. Protect Our Customers." And the the third third-prizer was "Stop Loss and Damage. Produce More Satisfied Customers," entered by **William Marth**, Phoenix Freight Station.



ALGOT F. VIKING

Bertram "Bert" Kline, chief chemist at Sacramento General Shops since 1944, retired December 1. His continuous service with our company dates from 1922.

A graduate of the University of California, Bert has been active in many organizations, among them the American Society for Metals, American Society for Testing Materials, American Chemical Society, and the American Association for the Advancement of Science.

Nearly 200 friends honored him at a dinner in the Capitol Inn on December 5.



"IT'S ALL YOURS!" E. S. Hall (standing) tells E. O. Lewis. Hall, former assistant manager, Mail, Baggage and Express Traffic, San Francisco, retired on December 31 after following a railroad career with our company that spanned 42 years. Lewis, former assistant to manager, Mail, Baggage and Express Traffic, succeeded Hall on January 1.

U.S. Railroads Are Tremendous

THE American railway system—providing the nation's basic transportation service—is of such tremendous proportions that it is difficult for any one to picture how big it is.

The length of all tracks would form 460 railway lines reaching from the Great Lakes to the Gulf of Mexico.

There are enough passenger cars, freight cars, work cars and locomotives to form six solid trains each reaching from the Atlantic to the Pacific.

The American railroads employ more than 1,000,000 workers, who together with their families comprise about 3,500,000 men, women and children supported by railroad pay checks.

Radio to Defy Sierra Storms

OUR railroad has reconquered the Sierra Nevada Mountains —this time by radio.

We have successfully tested a repeater radio system designed to take over the communications burden if wires go down in storms, according to A. E. DeMattei, superintendent of communications.

The newly installed repeater station at Cisco Buttes, near where our Overland tracks cross the Sierra, clearly re-transmitted the voices of radio operators in an eastbound passenger train, in several automobiles and in a number of way stations during a final tryout last month. DeMattei joined the conversations by a telephone hookup from his San Francisco office through a radio center in Sacramento.

He reported that the conversations were picked up by our radios from Sacramento to Reno and could also be heard as far north as Chico.

The new system will not take the place of wires, but will be used in emergencies, DeMattei explained.

A similar repeater was installed about a year ago at Abernethy, Oregon, in the Cascades, and proved of great value during the storms last winter.

Nearly a century of service came to a close last month with the retirements of ***Marion Darnell***, traveling tariff inspector, who had 48 years with our company, and ***Julius Edling***, chief clerk of the rate quotation bureau, Freight Department, who served 49 years, all in San Francisco.



Testing our new electronic computer, located in the World Trade Center, San Francisco, are (l-r) Frank Arnerich, chief of machine operations; Herbert Berrar, machine operator; and E. G. Suelflohn, superintendent of machine operations. Several months of "de-bugging" the computer are necessary before it can be put into full production.

New Computer Will Help Keep Track of Empty Cars

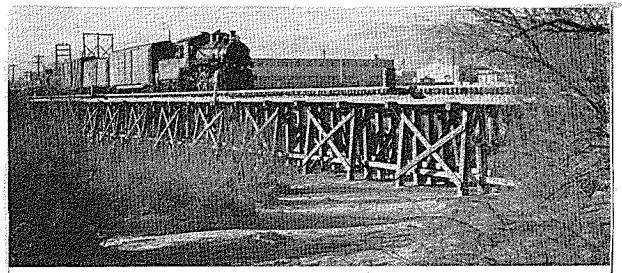
BIG things are happening these days at the Ferry Building in San Francisco. In Room 107 of the World Trade Center we have a fine new worker—a 650 magnetic drum data processing machine—more commonly known as an electronic computer.

This computer—similar to the one used in our Accounting Department (see March, 1956, *SP Bulletin*) will be used to develop improved information to assist our Transportation Department in the distribution of empty boxcars. We'll be able better to tell how many empties are on hand, how many are needed, and how efficiently they are being used.

Right now, the SP specialists are getting acquainted with their "baby." Like a new test plane, she must have a series of "shake down" flights before she can be put to full use. This testing program requires several months and includes so-called "de-bugging" of the various data processing programs designed to produce the information for the new system.

According to E. G. Suelflohn, superintendent of machine operations, the computer is scheduled to go into full scale use on a test basis by April and on a production basis three months later.

The general opinion is that our new worker will turn out very well. She's tireless.



With Juarez behind her, engine No. 13 of the Chihuahua-Pacific Railway has her nose right at the international boundary marker, middle of the Rio Grande. She's about to puff into the United States on tracks of our El Paso Southern Railway, El Paso, Texas.

SHORTEST RAILROAD

Our El Paso Southern Links Us With Mexico

EL PASO SOUTHERN RAILWAY, which became part of our system by purchase in 1954, is probably the most important railroad in the United States, for its size — and also is one of the strangest.

Our Cover

ON yard track No. 2 of our El Paso Southern, engine No. 13 of the Chihuahua-Pacific has just spotted her cars and is scurrying back toward Mexico. In the background and to the right, beyond cars and locomotive, lies the shallow channel of the almost dry Rio Grande, which the locomotive will cross on its return into Juarez. The photograph was taken looking east from Stanton street, El Paso.

It owns no rolling stock. Locomotives are rented from Southern Pacific. There are no operations on Sunday. The main line is only two-fifths of a mile long—shortest of any reporting to the ICC (plus about two miles of yard, team and industry trackage).

Yet the history of the railroad goes back to 1897, and since 1901 it has been operating as one of the few rail gateways between the United States and Mexico — across the Rio Grande at El Paso, Texas. Its track ownership ends at the international boundary, meeting the Chihuahua Pacific at mid-river.

Visitor From Mexico

Each work morning, shortly after the sun's rays dip into the channel of the Rio Grande, a string of loaded cars is pulled by a small Mexican locomotive (a 2-6-0 numbered 12 or 13) northward onto the bridge that feeds its railroad track into South Mesa Street, El Paso. When it reaches the U.S. side of the bridge the cars are halted for inspection by customs and immigration men who make note of the loads and search the cars for riders attempting to steal across into the United States.

Inspected Twice

After this brief inspection the cars are pushed back by the Mexican engine and are left on what is known as El Paso Southern's yard track No. 2. There U.S. customs men will give the cars a more thorough going over before releasing them to move northward to their destinations.

Immediately after leaving these cars on track No. 2 the Mexican engine gathers up whatever empty cars are ready for it, and scampers back into Mexico.

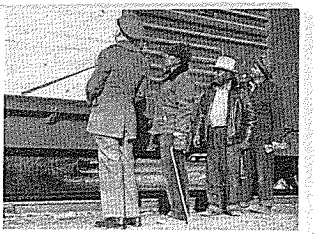
SP Engines Take Over

The Southern Pacific engines move back and forth on the tracks of the El Paso Southern — taking away the newly released cars, spotting cars at EPS industries, and assembling together on the EPS main line a string of loaded cars for Mexico.

As soon as the SP engine is out of the way the Mexican engine comes back — bringing whatever empties Mexican shippers release —and takes the loaded cars south through the customs into Mexico.

Important Shipments

Shipped south across the bridge via EPS are mostly petroleum products (gasoline, diesel oil, kerosene) and scrap iron. Important shipments northward across the bridge into Texas include manganese ore from mines in Nueva Casas Grandes and Colonia Dublan (consigned to toughen steels produced in steel mills of Pennsylvania, Ohio, Alabama, Utah and elsewhere); fluorspar for mills in Colorado; lumber and beautiful moldings cut from Ponderosa pine



Ramon Huerta and Manuel Leyva of the El Paso Southern, and their foreman, Esequiel Gurrola, are interested observers as U. S. Customs Inspector L. H. Anderson examines a carload of lumber from Mexico.

Railroaders Help Hungarians

HUNGARY may be far away geographically, but in the hearts of people of the Southern Pacific it is very close.

In many parts of our railroad the usual Christmas office parties were done away with, or cut down, and the money ordinarily spent on gifts for fellow workers was donated to the Red Cross Hungarian Relief Fund.

More money is needed. It can be sent to any chapter of the Red Cross with a note that it is to be used for Hungarian relief.



White-haired Agent William C. Leighton stands in the doorway of the El Paso Southern Railway "general office," with his office force and Patrolman Dan B. Brungardt.

grown in the Sierra Madre Mountains; copper concentrates for the El Paso smelter; wood pulp from the mill in Chihuahua to help make fine paper in mills in many parts of the United States, including California.

Official head of the El Paso Southern is President and General Manager W. R. Adair, superintendent of our Rio Grande Division. The man right at the scene of operations, directly supervising the business of the EPS is bright-eyed white-haired Agent William C. Leighton, affiliated with the railroad since December 1, 1918.

One One Building

Leighton and a staff of six others work in the railroad's only building, located on South Stanton Street. They are Luis H. Alvarado, export import clerk; Luz Tellez, cashier; Stella Duran and Frances Bastanchury, clerks; Gustavo Flores, yard clerk, and Altagracia Apodaca, who has the job of keeping the entire "General Office" neat and clean.

Three Outside Men

The only three other employes of the railroad usually work in the open air. They are Esequiel Gurrala, foreman, and Ramon Huerta and Manuel Leyva who do the maintenance work on the track recently relaid.

The road that is now EPS was financed originally by the Rio Grande, Sierra Madre and Pacific Railroad Company, predecessor of the Mexico North-Western. It was placed in operation in August, 1901. When Leighton first served the line he had the title of assistant general freight agent of the El Paso Southern and Mexico North-Western. At present he is general agent of the Chihuahua Pacific Railway (the Mexican line on the south side of the bridge) as well as agent of the EPS.

On the U. S. side of the bridge the Mexican engine is halted while her crew is questioned by immigration inspectors, who also look her over to see no one is hiding aboard with intent to enter our country illegally. There isn't much room in her where anyone could conceal himself.



Once Owned Both Sides

The Mexico North-Western for some time owned the entire railroad on both sides of the river, but later transferred the stock to one of its former owners, a Mr. Eloy S. Vallina, prominent banker and industrialist at Chihuahua. Because of this stock transfer the properties of the EPS were not included in the sale of the Mexico North-Western to the Mexican Government in August, 1952. We acquired the properties by purchase completed December 13, 1954.

The original construction was for the purpose of bringing ore from Mexico to an El Paso smelter now existing only in the memories of old-timers. Up until recent years the line carried heavy shipments of cattle northward out of Mexico — sometimes three trainloads a day — a transportation job now done mostly by trucks, delivering cattle to our railroad at El Paso.

Switching Carrier

The EPS can now be described as a switching carrier operating wholly within the city limits of El Paso and connecting with the Chihuahua-Pacific Railway (formerly the Mexico North-Western), the Panhandle and Santa Fe Railway Company, Texas and Pacific, Southern Pacific and T&NO.

The EPS fills a need for Mexico as well as for us. Many shipments which businessmen in Mexico wish to send from the State of Chihuahua to the west coast of Mexico —including Lower California—are sent northward by rail and then hauled by SP west to Nogales to re-enter Mexico there. This is done because we can make the movement via our lines north of the border much faster than it could be hauled by railroads wholly within Mexico.

Besides doing an important railroad job the El Paso Southern is also an important business ambassador for our country with our friendly neighbor, Mexico, across the southern border.



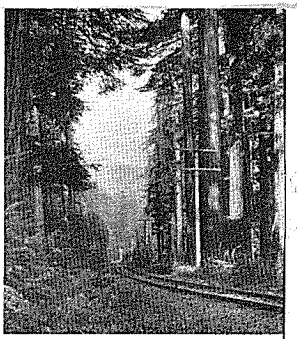
Our Forest Heritage

Preserved By Modern Lumber Men

ON the mountains and in the canyons the trees stand straight and tall — Douglas fir, cedar, spruce, hemlock, pine, redwood — covering much of the Pacific coastal area with a deep blanket of green. Drinking the mists and rains of centuries, high above silent ferns and chuckling streams, the trees await their destiny.

And across north central Arizona into New Mexico grows one of the largest pure pine forest belts in America. Together, the states served by our railroad furnish 42 per cent of the lumber consumed in our nation. Texas forests produce great quantities of pulp for paper.

When howling chain saws send the trees crashing down into the soft underbrush or beds of pine needles, their life of usefulness has just begun — a life in which they are transformed into lumber, shingles, lath, plywood, wallboard, paper. In the desolation of stumps a younger forest reaches upward, encouraged by lumbermen to grow tall for their sons to harvest. The forests never die in this modern age.



TEMPLE OF THE REDWOODS

From the moment a giant tree lies prostrate, the job of transportation begins. Hauling of lumber or other forest products comprises about one-fifth of our total freight business. Lumber products exceed in volume any other item we haul. Plywood shipments alone are larger than were some of the leaders of a few years ago.

Log Railroads Going

Most of the small logging railroads have disappeared, replaced by the more flexible heavy tractors and trucks for the hauls out of the forests. But for mass hauling from concentration points toward the mills, railroads are still supreme. One of our logs cars usually carries up to 50 tons of logs at a time. Long trains of log cars rumble from loading points to mills on our lines, or tumble their loads into rivers for rafting down the Willamette and Columbia, to distant mills beyond our lines. A single log may contain enough lumber for an entire home — so large do some of the trees grow.

It used to be said of the pork packers that they processed all parts of a pig except the squeal. It can now be said of the lumber industry that it uses all parts of a log, including the bark.

Waste Eliminated

In the big lumber mills the scraps of logs that used to be wasted are fed into a gigantic machine that grinds them up with a "ROWR-R-R!" and spits them out in neat chips about an inch square to be cooked up and processed into paper. Even the sawdust is com-

Fight Polio

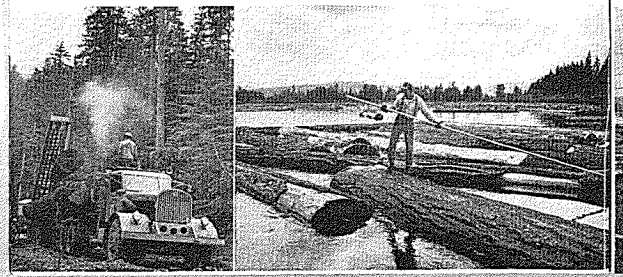
THE annual March of Dimes campaign is being conducted this month from the 2nd to the 31st, inclusive.

The story of polio does not end with the Salk vaccine. During 1956, some 16,000 Americans were stricken by polio. Polio research is still paying heavy dividends in the fight to conquer disease and disability.

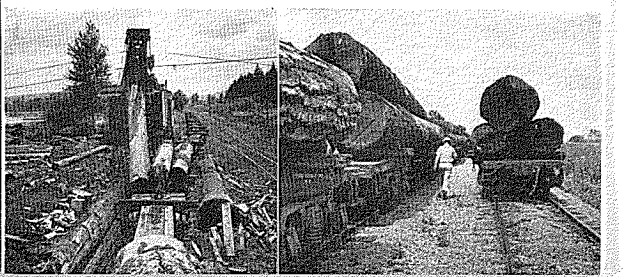
Our contributions will help win the fight. Let's finish the job, shall we?

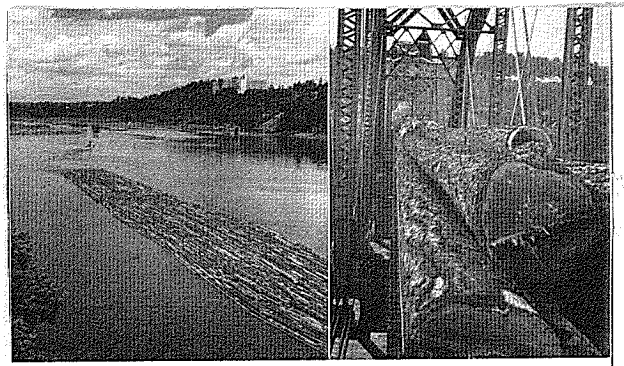
Join the March of Dimes today.

TRUCKS REPLACE LOGGING RAILROADS AS FAR AS STORAGE PONDS



FROM PONDS OUR CARS TAKE ON THE HEAVY HAUL TO THE MILLS





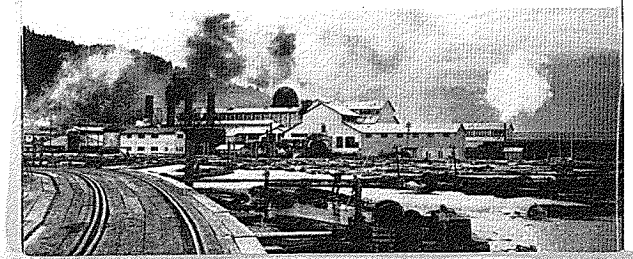
HIGH ABOVE ACRES OF LOG RAFTS, OTHER LOGS "FLOW" SWIFTLY BY RAIL

pressed into wallboards and fuels. Moulding compounds, paint pigments and garden mulch are made of bark, which also produces waxes and tannin. About 500 consumer items in the class of nitrocellulose explosives, rayon threads, cellophane sheets come from wood pulp. Other tree residues are turned into hardboard, linoleum paste, alcohol, insecticides, and even artificial flavors for foods.

A forest is a great natural factory, producing many wondrous things through the alchemy of the sun, soil and water, to be extracted from the logs for our use through the discoveries of modern science.

Almost as amazing are the man-made plywood factories, where logs are rotated on giant lathes whose blades peel off continuous sheets 8 feet wide and an eighth-inch or so thick, like paper unwinding from a roll. These sheets are cut, sorted, dried hard in seven minutes, laid in alternate layers with grain crossing at right angles, and compressed with glue in tremendous presses. The laminated plywood takes on a strength equal to or exceeding steel, weight for weight. And with choice selections of wood and grain for the surface it can take on amazing beauty.

IN MILL PONDS THE LOGS ARE SORTED AND MADE READY



Paper Industry Grows

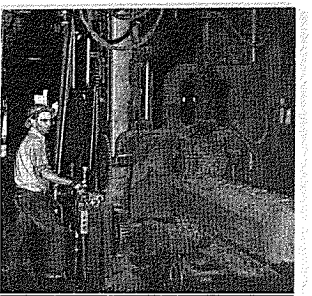
In east Texas are plenty of pulp wood, sulphur, lime, clay, rosin and other ingredients necessary to the large paper industry that has developed there. In the West, wood replaced rags in the making of paper about 1880, and the western paper industry began to achieve importance after World War I. Today the paper mills of the West and Northwest are roaring almost continuously.

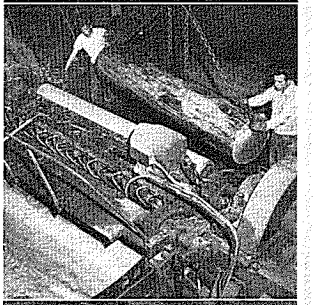
Our railroad owns about 464,000 acres of commercial forest land, all of which we have designated as tree farms for continuous production. About 63 million board feet can be sold and cut from our lands each year without diminishing the supply.

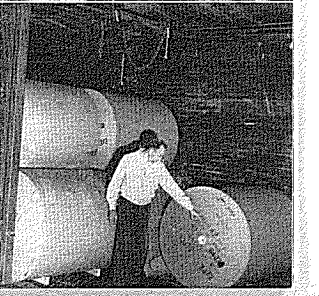
Yield Is Perpetual

A perpetual yield of forest reserves in the states served by our railroad is assured by scientific tree farming, plus insect, disease and forest fire control, and the elimination of waste in the industry.

If present practices continue, there need be no fears about the future of our forest heritage.







TREES SERVE US ALL ⟶

Manufacture of lumber begins with the saws, top view. Center, selected "peeler" logs are turned on giant lathes whose sharp knives peel off continuous sheets which will be made into plywood. Bottom, wood processed into paper seems to have been made back into logs again as these huge rolls, shown in an SP box car, are readied for rail movement to market.

Log Scaler Has Unusual Job

ONE of the lesser-known occupations on the Southern Pacific is that of log scaler-clerk, more or less peculiar to the Portland Division, where long trains of logs move out.

The duties of a log scaler-clerk are to measure the logs in or on each car as to length and diameter and determine the board feet. The resulting figure forms the basis for computing freight charges.

The scaler is provided with a four or five foot "scale stick" — a long yard stick with a hook on the end — with which he measures the diameter of logs. In the case of egg-shaped logs the diameter is measured the narrow way. The length is determined, not by actual measurement of each individual log, but by comparing it with the length of the car. Suitable allowances are also made for splits, decayed sections, etc., and after measuring each log on a car the scaler consults a scale table which indicates the board feet in that particular log, and it is then a matter of simple addition to determine the board feet on the car.

The Southern Pacific has an enviable record from a safety standpoint, in the matter of handling logs without personal injury or property damage, and also makes sure that the log loaders follow a rigid safety code to eliminate to the greatest possible extent the possibility of logs falling from cars.

Piggyback Expansion Is Being Considered

OUR railroad has been approached by the California Trucking Association with request that we enlarge our present piggybacking service to include the vans of common carrier truckers, in addition to those of our own highway subsidiaries.

At present we carry in piggyback service only freight moving under Southern Pacific's tariffs and billing in vans leased from our wholly owned subsidiary, Pacific Motor Trucking Company. We are giving serious consideration to the pleas that we also carry the vans of outside truckers, but no decision has been reached.

We were a pioneer in piggybacking of truck trailers on flat cars, and are a leader in the field.

PMT Completes Its Purchase of PFL

PURCHASE of Pacific Freight Lines has now been completed by Pacific Motor Trucking Company, highway subsidiary of our railroad.

The acquisition, given final authorization November 28 by the Interstate Commerce Commission, ends a temporary lease arrangement with the California and Arizona carrier in effect since September of 1955.

L. B. Young, PMT president, says the transaction covers highway operating rights, equipment and certain other physical properties.

Consolidation of operations, Young explains, has closed some gaps in PMT rights and permits broader and faster origin-to-destination service to shippers.

New Refrigerator Car Under Study

AN experimental refrigerator car of radical new design is now being studied by Pacific Fruit Express Company, which is jointly owned by us and Union Pacific.

The new type car, built by Electro-Motive Division of General Motors, has a semi-floating mounting of the car body to cushion the load, and the entire body is removable.

The car is now being operated on Southern Pacific lines, according to K. V. Plummer, vice-president and general manager of PFE. Mechanically refrigerated, it is capable of maintaining temperatures ranging from 0 to 70 degrees.

When desired, air is circulated around the load by two fans installed in the ceiling of the lading compartment.

Doors, eight feet wide, effect easier and quicker loading.

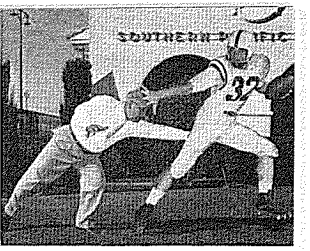
Monty Lewis Adopts German-Born Children

IT'S going to be a good new year for Head Cost Analyst Monty Lewis, Tucson, and his wife. They have adopted five-year-old Rita and her brother, Henry, six, under the 1953 Refugee Relief Act. The children arrived in Tucson on December 6 after a long flight from their home in Germany.

The Lewis family has no other children and is overjoyed with the new arrivals.

The entire engineering force at Tucson wanted in on the fun, so they purchased each delighted child a bicycle and a savings bond.

Rita and Henry are already learning to speak English.



Jesse Mitcham was a good tackler in the old days, but he didn't have his son Gene to catch then. Background is Phoenix station.

Jesse Mitcham's Son Wins Football Fame

JESSE MITCHAM, switchman with us at Phoenix for the past 15 years, is a mighty proud man. His son Gene was selected as the outstanding footballer of the Border Conference (eight teams) to play in the North-South game at Miami, the night of December 26. The North won the game, 17 to 7.

Jesse played fullback on the high school team at Reno, Nevada, in 1923, but he has to admit — as the picture above seems to indicate — that Gene is faster, all 205 pounds of him.

Arcata Employes of NWP Send Greetings

WE congratulate Agent James W. Armstrong and his Northwestern Pacific staff at Arcata for their annual special demonstration of NWP friendliness at Christmas.

This year they donated money to buy almost 600 NWP Christmas pencils, along with greeting cards, and distributed them free to shippers, and also to friends who visited the office.

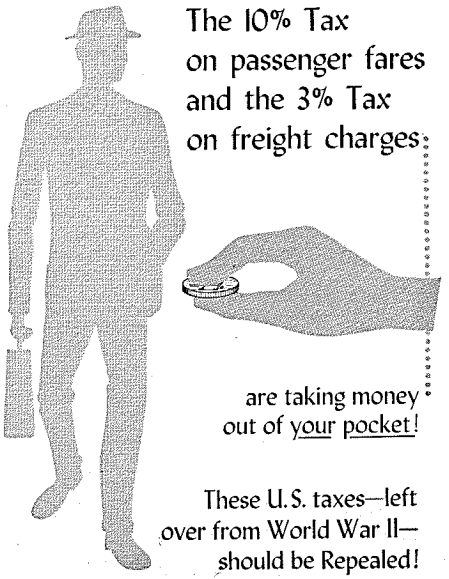
You Are Being Hurt By Transportation Taxes

IMMEDIATE repeal of the federal excise taxes on transportation of persons and freight is being urged upon Congress in its present session.

The taxes, imposed in wartime to discourage unnecessary civilian travel and shipping, are still in effect — the travel tax reduced only one-third, the freight tax not at all.

In its effect on passengers, the 10 per cent tax on travel alone adds some $215,000,000 annually to the cost of transportation, the Association of American Railroads points out. The 3 per cent tax on freight is calculated to add another $451,000,000.

In their effect on railroads and other for-hire carriers the taxes are particularly hurtful, because they encourage greater use of automobiles for travel and encourage the acquisition and use of large fleets of private trucks by the large shippers able to afford them. In their effect on national defense they are hurtful, weakening the public carriers upon which most of the transportation load falls in times of emergency, and strengthening private carriers which haul only a minor part of defense traffic.



Common Carriers Slip

Total intercity travel, excluding commutation, is today almost double what it was in 1946, but common carriers are now handling fewer passenger miles than in that year.

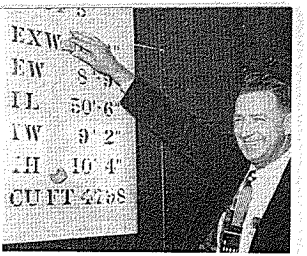
In the freight field, in the eleven years since end of World War II, regulated carriers as a group have steadily lost ground to unregulated private and other carriers not subject to the tax, and the trend is continuing.

Taxes Are Inflationary

The taxes on transportation, especially the 3 per cent tax on freight, are inflationary to a degree far exceeding the tax rate. The freight tax is imposed at each step where public transportation is used — from production to manufacturing to marketing — thereby pyramiding the tax cost to the ultimate consumer. Each $9 of freight tax spread over the whole operation from manufacturer to consumer is estimated by the Association of American Railroads to add over $32 tax on the average to the prices paid by the consumers, because of customary mark ups at each step.

"The transportation taxes," says the AAR, "by undermining an industry that is absolutely vital to defense and the waging of war, are also undermining our national strength and preparedness. Transportation, more than any other factor or ingredient, is part of everything this nation uses or consumes. Repeal of the transportation taxes would therefore benefit each and every person and the entire national economy."

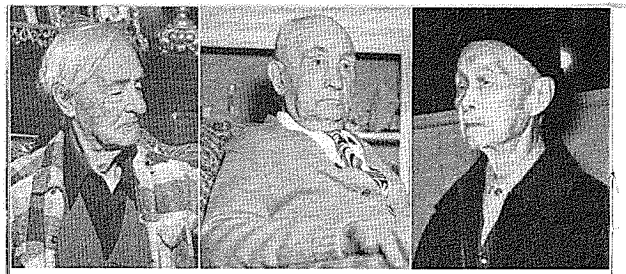
You are urged to give these discriminatory taxes your serious consideration, and to discuss them with your friends, neighbors and associates, to create an enlightened public opinion that will make itself heard in Washington.



EWELL M. GRIFFIN, departmental foreman of painters at our Los Angeles General Shops, thought up this idea of using lightweight magnets to hold up stencil paper against the side of a steel car. It's much simpler than having to hold the paper in place by hand.

Railroads Collect Billion in Taxes

IN addition to taxes which they themselves pay, the railroads, at great expense, collect more than a billion dollars a year in taxes for the Federal Government. These taxes are divided into three categories—(1) income taxes of railroad employes, (2) retirement taxes withheld from employes' wages, and (3) taxes levied on passengers, freight and express.



CHARLES H. SMITH, 101 JULIUS L. WETZEL, 97 HAM TONG, 97

Century of Retirement

"HAPPY New Year!" is an exciting greeting to most of us as it signals the arrival of 1957, but to three of our pensioners it's an especially old, old story—heard a total of 295 times. They are Charles H. Smith of Long Beach, 101, and Ham Tong of Bakersfield and Julius L. Wetzel of Portland, each 97.

Smith has been enjoying his retirement more than 47 years. Wetzel retired more than 27 years ago, and Ham Tong more than 25 years ago. This adds up to a full 100 years of retirement.

Smith Started in 1875

Smith joined our company as a clerk in our Treasury Department in San Francisco in 1875, only six years after the driving of the Golden Spike. He retired in 1909 after rising to be cashier. At last report he was still in good spirits and active in body and mind, reading his Bible every day.

Ham Tong Well Liked

It is said that cleanliness has been one of the guiding rules in Ham Tong's life, and that he started work each day on the railroad with a freshly laundered and pressed pair of overalls.

He has always been a dignified, well mannered gentleman, making up in character what he lacked in size. Only once was he known to lose his temper, his friends say, and his display of righteous anger so impressed his adversary that they became good friends.

Wetzel From Chicago

Wetzel was born in Chicago. One of his earliest recollections is of becoming lost from his parents during the Chicago fire, and of wandering through the burning city until he found them.

He became bridge and building inspector for us on Portland Division before retiring, after which he worked a few years at a shipyard before settling down to take life easy. He lives with his wife, 82, in a spic-and-span little home on Northeast 42nd Street in Portland.

Tips on Taking Pictures From Dome Cars

DAYS when "shooting from the hip" was a common sight in the west are long gone — but hundreds of travelers are still "shooting up" the western landscape.

At least, many rail passengers keep busy photographing a variety of scenery on our routes over the Sierra, Cascade and Tehachapi mountains from our dome lounge cars.



Dome lounges are featured on the *Shasta Daylights* between San Francisco and Portland, *San Joaquin Daylights* between Los Angeles and San Francisco via the famous San Joaquin Valley and the *San Francisco Overland* linking the cosmopolitan Bay City with the east.

To aid traveling camera fans, our photographers pass on these tips to help passengers get better pictures through the green-tinted glass of the domes:

To avoid reflections, cameras should be held as close to the window as possible — without touching. Wall vibrations will blur the shot.

When taking pictures from a moving train, set shutter and lens for high speed. If shooting broadside, speed should never be less than 1/200th of a second. Speed can be lowered to 1/100th when aiming at a 45-degree angle from the path of the train. Cameras without adjustable shutters should also be aimed in this manner to compensate for foreground blurring caused by train motion.

It is advisable — but not necessary — to use a filter for color film. Good results are obtained with a CC-30-R.

When using a filter with color film, increase the lens opening two-thirds of a stop over the exposure meter reading. When using an exposure chart, allow one additional stop to compensate for reduction in light caused by the tinted glass. For example, if the reading is F8, open the lens to F6.3.

Set your camera directly on the meter reading when using black and white film.

Below-Sea-Level Fairs Are Scheduled Soon

THE Southern Pacific Band at Los Angeles has accepted an invitation to play February 16 at the Riverside County Fair and National Date Festival, Indio, February 16-24, which reminds us that the calendar is topsy-turvy in the Coachella and Imperial Valleys at this time of year.

When many farms up north are white with snow, the bright red tomato crop of Niland in the Imperial Valley is coming to peak harvest. The annual Tomato Festival is scheduled February 8, 9 and 10.

The town of Holtville, also in Imperial Valley, will be holding its annual Carrot Carnival, same dates, when carrots decorate the streets and men wear carrot neckties, and women—carrot earrings!

And the California Mid-Winter Fair, billed as "the Largest Fair in the World Below Sea Level," will be held in the town of Imperial, March 2 to 10.



We salute the women of SP and affiliated companies who edit the magazines of various chapters of the Railway Business Women's Association. Left to right, top row: Katie Ryan, Jessye Allen and Ann Prewit, editors of "Border Lines," El Paso, '54-'55, '55-'56 and '56-'57; Ruth Blakeslee and Laverna A. Smith, co-editors now of "United Rails," Ogden. Middle left: Gladys Davis, editor "Portland Puffs," '55-'56. Middle right: Rosaline Whyatt, Theodosia Graham and Anna Koks of "Hi-Litos," Los Angeles—respectively editor '56-'57, co-editor '55-'56 and editor '55-'56. Lower row: Dorothy Glanister, editor "Headlight," San Francisco, '55-'56, now associate editor of the national RBWA magazine; Maxine Bryce, "Headlight" editor '53-'54; Ruth Clark, Peggy Peck and Virginia Jordan, editors '53-'54, '54-'55 and '56-'57 of "Railway Belles," now "Camellia City Silver Bells," Sacramento. In other years, women from other railroads hold the editorships.

High Ideals Guide Efforts Of Railway Business Women

WOMEN'S place is on the railroad — as well as in the home — judging from the many thousands of talented women working in railroad offices throughout the country, and even in many operating jobs usually considered more suited to men. We're especially proud of them on Southern Pacific.

Back in World War I days they decided it would be appropriate to have an organization of their own, so they formed the Railway Business Women's Association, now national with 52 chapters and more than 8,000 members. Beatrice Brickley of our own PMT in San Francisco is national membership chairman.

Mildred Bates of the Pacific Electric in Los Angeles was national program chairman last year. Jessye Allen, who works for us in El Paso, was national publicity chairman two years ago. We have other chapters in Portland and Ogden, all active, and with members on national committees.

Aim of the RBWA is to further the business and educational interests of its members; to create loyalty and stimulate pride in railroad and affiliated transportation; to promote better public understanding of railroad transportation problems; to provide for members a center for organized work, intellectual development and social entertainment, and to finance and provide a residence for retired railroad women.

The crest of the RBWA includes clasped hands to denote friendship, tracks to represent the industry, a chain for strength through unity, and a rose—symbol of femininity.

We Win High Safety Award for Third Year

FOR the third consecutive year the National Safety Council last month presented us with its Public Safety Award, for outstanding public-safety activities in communities along our lines.

In presenting the award G. C. Stewart, executive president of the Safety Council, pointed out that SP officers and employes have taken part in safety activities of many civic organizations and schools in addition to promoting safety for employes of the railroad.

The Safety Council indicated that the safety-film library maintained by our Safety Department, headed by M. A. Nugent, and made available to outsiders, was an important factor in our win.

Piggyback Vans Speed US Mail

A CONSIDERABLE part of our Christmas mail load between San Francisco and the Los Angeles area moved in piggyback vans last month for the first time, helping relieve the regular mail cars and also speeding the mail delivery, according to H. S. Orner, manager of Mail, Baggage and Express Dept.

We moved somewhere in the neighborhood of 6,000 sacks of mail a day by this trailer-flatcar service when the Christmas mail rush was heaviest.

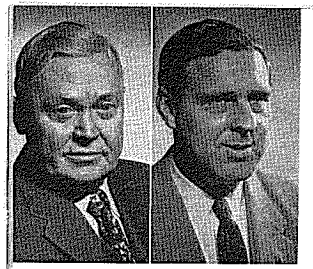
After finishing their ride on the rails, the vans destined to Los Angeles County were taken from the flatcars and moved by highway directly to the destination post office, eliminating extra handling normally required at Los Angeles.

Jerry Gridley Dies At General Hospital

JOSEPH H. (Jerry) GRIDLEY, former manager, System Dining Car Operations, San Francisco, died at the General Hospital on December 27. He was 69.

Before his retirement on October 31, 1955, he had been with SP 33 years. All his service was in the Dining Car Department. He held successive positions as buyer and supervisor of dining car supplies, superintendent of the steamer commissary and superintendent of news service. In 1932 he was appointed assistant manager and in 1949 rose to be manager.

Surviving him are his daughter, Mrs. McKie Eastman, a brother, Charles Gridley, and a sister, Anne Gridley.



E. C. POOLE F. WASCOE

E. C. Poole Retires; F. Wascoe Moves Up

RETIRING on December 31 was Ernest C. Poole, manager, Bureau of Transportation Research, Executive Department, San Francisco. Succeeding him is Ferdinand Wascoe, former assistant manager.

Poole joined Southern Pacific in 1912 as an estimator on railroad construction, after attending Wabash College and the University of Illinois.

During World War I he was with the Engineering Department, U. S. Army. Between 1924 and 1928, he was principal assistant engineer during the construction of our Cascade Line in Oregon, and was also on the rehabilitation of the Alturas Line, and construction of the line change at Coolidge Dam.

After working for outside companies from 1928 to 1933, Poole rejoined Southern Pacific in the Bureau of Transportation Research. He rose through positions of assistant engineer and engineer until his promotion to manager, in March, 1945.

Poole's plans for the future include being consulting engineer on transportation matters for various companies.

Wascoe has been with our company since June, 1948, when he began his career as assistant engineer in the Bureau of Transportation Research. After working as switchman in the Oakland Terminal, and assistant trainmaster, Salt Lake Division during 1950, he returned to the Bureau in San Francisco. After working as assistant engineer he rose to be assistant manager in September, 1953.

Wascoe attended Cornell University two years, and Princeton two years where he obtained a B.S. Degree in Engineering.

We Keep Them Happy

ONE night early last month on our Cascade streamliner almost three hours southbound out of Portland, a passenger suddenly discovered to his dismay that he had left jewelry and a valuable camera in his hotel room at Portland.

He rushed to Conductor Charles A. Gray with his troubles, and was quickly assured that the friendly railroad would take care of him.

Through Mrs. A. W. Hopps, telegrapher clerk on duty that night at Oakridge in the Cascade Mountains, the passenger's plea for help was relayed to Portland, and within an hour he was informed aboard the train that his forgotten property had been located and turned over to the care of SP people in Portland for return to the then happy passenger.

Ken Gets The Cake!



L. A. Rozzoni, left, president of the California Farm Bureau Federation, and Frank S. Pierce, right, general secretary, present a birthday cake to Kenneth E. Goy, center, our TF&PA at Berkeley.

A 20-car train of streamlined equipment, including one of our dome cars, returned last month from a round trip to Miami, Florida, carrying 300 members of the California Farm Bureau Federation to and from the annual meeting of the American Farm Bureau Federation in Miami, Florida. The Bureau has more than 62,500 members in California.

Accompanying the delegates was Kenneth L. Goy. He reported not one complaint in the 17 days. At one stop en route he was surprised by a birthday party.

Increased Insurance Protection Announced

A NEW low cost supplemental plan of hospital-surgical-medical insurance is now available to dependents of SP employes who can qualify. It can be purchased through payroll deduction.

Known as major medical expense insurance, the new protection is made possible under a contract between our company (including wholly owned affiliates) and the Provident Life & Accident Insurance Company.

In general the plan provides up to $5,000 protection for each dependent—covering 80 per cent of expenses beyond the limits of the present group basic insurance plans of either Provident or Travelers insurance companies — except that the first $50 beyond the basic policy limits would be paid by the employe himself.

Provident leaflets describing the benefits and how to apply for the insurance are expected to be distributed soon.

Want To Sing It?

READERS have requested that we publish the words to the Southern Pacific "singing commercial" which was judged best in the West. Here it is. Now, all together, sing!

As a travelin' man I might explain
I like travelin' on the train
And the choo choo for me
Is S.P. (Toot!) *S.P.* (Toot!)
Southern Pacific (Choo! Choo!)
Southern Pacific (Whoo! Whoo!)
Southern Pacific (Choo! Choo!)
Next time try the train!

(Refrain)

Southern Pacific. Low fares.
Southern Pacific. No cares.
Southern Pacific (Whoo! Whoo!)
Next time try the train!





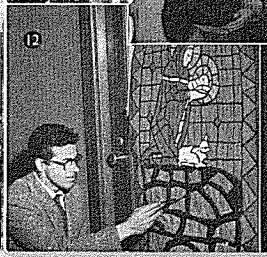
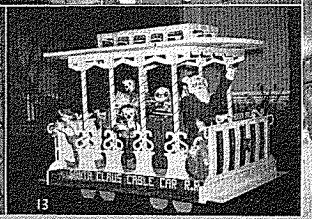


Our Christmas Parties!

(1) Weber collegians and (11) Mellody Dias entertain, Ogden. (2) LA Shops' *Daylight* in Hollywood parade. (3) Party in LA Div. Supt's office. (4) SP Legion Post, SF. (5) M. F. Houldridge, retired, plays Bakersfield Santa, 30th time! (6) Chas. M. Exirson, pipefitter, Bayshore Santa. (7) Elmo Trafton, claims adjuster, raises $60 at Dunsmuir for Hungarian relief. (8 & 9) In Pasadena Civic Aud. ("Transportaires" sang there, in hospitals and stations.) (10) Bob Baitinger, Ed Brown and Bob Cicogni sing at PMT party, SF. (12) Joe Carlomagno paints office door, SF. (13) Bob Bradley, MP clerk, built this prize float for San Leandro parade. (14) SP Glee Club, SF, sang in General Hospital, Union Square, and (15) in General Office courtyard.







Thomas Fielding Retires After 45-Year Career



RETIRING November 30 after 45 years of railroading was Thomas Fielding, traffic manager of the San Diego and Arizona Eastern Railway Company and district freight and passenger agent for Southern Pacific, with headquarters in San Diego. He had held these posts since 1941.

After ten years' experience with Colorado railroads, Fielding joined our company in Los Angeles as a clerk in 1921. He advanced to city freight agent in 1922, asst. industrial agent in 1937 and district freight agent in 1938.

Fielding has been active in numerous civic and chamber of commerce projects throughout San Diego County and is a former director of San Diego C. of C.

W. D. Keller Receives San Diego Promotion



EFFECTIVE December 1, Willard Keller was appointed traffic manager of the San Diego & Arizona Eastern Railway Company, and district freight and passenger agent for Southern Pacific.

Keller began his railroading career in 1914 when he joined the Los Angeles General Freight Office. By 1926 he had risen to city freight agent and in 1938 was appointed traveling freight agent.

From 1942 to 1948 he was district freight and passenger agent at El Centro. In 1948 he was appointed district freight agent, with headquarters in Los Angeles, serving in that capacity until January, 1955, when he rose to be assistant general freight agent of the Los Angeles District.

Model Railroading Fascinating

THE construction of railroads and the operation of trains have been of interest and wonderment to generation after generation of Americans. It is not surprising, therefore, that the hobby of model railroading has a popular appeal.

The hobby is stimulating and educational. At nearly every step of construction and operation the model railroader is confronted with some new problem or situation which challenges his ingenuity and skill. He is often an improviser, and sometimes an inventor.

A recent survey indicates that some 132,000 fans spend $15 million each year on this hobby. Here is an industry all its own, a thriving nation-wide market in which manufacturers, jobbers, retailers and salesmen are competing with one another, as well as coordinating their efforts, to promote an ever-growing interest and an ever-expanding trade.

Recent surveys completely disprove the assertion sometimes heard that model railroading is "kid stuff." The surveys show for instance, that the average age of model railroaders is 33 years. One-third of all model railroaders are college graduates.



Superintendent W. R. Adair finds cherished memories of his life recorded in the hand-made book presented to him last month by the Railway Business Women of El Paso. Left, Tona Prewitt, SP, program chairman; right, Elvarae Lincoln, Cotton Belt, one of the party chairmen.

Women Honor W. R. Adair

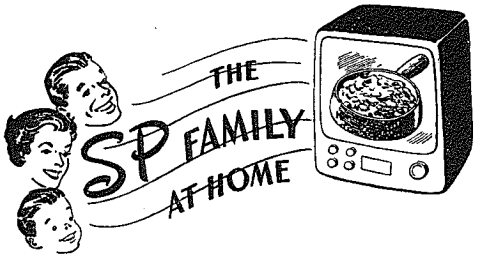
ONE hundred thirty-four women representing all railroads at El Paso waited expectantly as an unsuspecting, kindly man named William Robin Adair, popular superintendent of our Rio Grande Division, rose to speak at a banquet given in his honor last month by El Paso Chapter, Railway Business Women's Association.

He never made the speech.

The manuscript over which he had labored long and hard with sly assistance from Tona Prewitt, his personal record clerk, lay unused in his hands. Tona, program chairman, informed the surprised guest, "Tonight you don't talk. You listen to 'This Is Your Life!' "

Tona had delved into personal records of a half century ago and had interviewed old friends to uncover many humorous and character-revealing incidents in the life of her superintendent. These were recorded in a book from which she read. They were brought to life by the voices and appearances, one at a time, of old-timers who had worked with Adair when he was a yardman and later general yardmaster — A. Terrell Ash, retired conductor, who worked with him in 1905-07; Homer Corp, retired yardman; J. Ed Priest, still an active yardman, and J. F. McDonald, general yardmaster.

Superintendent Adair's eyes were unusually bright when he accepted the book as a memento. He pocketed his speech for a future occasion.



By **GENEVIEVE CALLAHAN and LOU RICHARDSON**
Nationally known food writers and consultants

TAKE a quick look at the snapshots on these pages. Interesting, isn't it, that every one of them is photographed against a house where some S.P. family is at home?

Pride in their jobs. Pride in their homes. That's what S.P. folks have, for sure!

DOWN IN BAKERSFIELD

Mrs. George Beckwith of Bakersfield, writes: *"Hi: Here's a cookie recipe that has been in my family for 25 years. So easy to make and so luscious. Cookie-baking is my hobby. And my hubby is Switchman George, who has been with the Company for 20 years."*

THOSE ICE CREAM WAFERS

First, cream together 1 cup shortening (part butter for flavor) and 1 cup sugar. Add 2 teaspoons vanilla. Beat in 2 beaten eggs. Stir in 2 cups sifted flour that's been sifted with ¾ teaspoon salt. Mix. Drop by small teaspoons on greased baking sheet. Put a nut half (or piece) on each cookie, and bake in a 350° oven 12 to 15 minutes, until the edges turn light brown. Makes 3 dozen delicate little cookies.



Mrs. Geo. Beckwith likes to cook, likes to entertain. She finds those ice cream cookies a real pleasure to serve.

THIS IS GOOD

Lillian Smith figures — and she is so right — that after the holidays everybody wants something simple and tasty. And so she sends in her recipe for what she calls "Little Potato Dumplings."

Lillian and Russ (Conductor out of Fairfield) have been married 26 years. Have a married son, 23. And three more children at home.

LITTLE POTATO DUMPLINGS

First: Beat an egg; add 1 tablespoon grated Parmesan cheese and 1½ cups mashed potatoes. Mix well. Sift together 1½ cups flour, 1 teaspoon salt, and ¼ teaspoon pepper. Add this, a little at a time, and knead the mixture until you get a nice stiff dough.

Now — Rock and Roll. That is, roll out the dough, 1 inch thick and cut it into 1-inch chunks. Boil 1 gallon of water; add 3 teaspoons salt. When water is really boiling, drop in those little dumplings. They will sink like rocks, but in a few minutes will bob up to the top. Boil not more than 10 minutes. Drain and serve hot with this sauce:

To Make the Sauce. Actually, of course, you'll make the sauce first, and then reheat it when dumplings are about done.

In a skillet heat 4 tablespoons margarine (half a stick) and 2 tablespoons oil. Add 1 cup chopped onions; ½ cup chopped celery; 2 cloves garlic, chopped; 1 scant teaspoon rosemary. Simmer for a few minutes, then add 2 cups canned or fresh tomatoes, ¼ teaspoon pepper, and 1 teaspoon salt. Cover pan and simmer slowly for 25 minutes, stirring often.

ALL STEAMED UP

Marguerite Morgan (who is pictured here with her Engineer husband, Dan) loves to make this good steamed pudding. Not just at holiday time, but all through the winter months.

Dan Morgan of Klamath Falls, and his wife. Dan always brings the Bulletin home for Marguerite to read—and she enjoys it!



Lillian (Mrs. Russ) Smith thinks that cooking can be dull —unless you make it otherwise, which she does!



MARGUERITE'S PUDDING

All you do here is mix the following ingredients in the order given: 1 cup sugar; ½ cup butter, melted; 2 tablespoons molasses; 1 teaspoon soda (added to molasses); 1 cup raisins; ½ cup chopped nuts; 2 tablespoons flour; 2 cups dried bread crumbs (rolled or ground fine); and 1 cup milk.

Butter a 2-lb. coffee can (one with a lid). Pour in the batter, and steam for 2½ hours. Serve with your favorite pudding sauce.

IT'S A GOOD IDEA

Put a piece of waxed paper in the bottom of the pan in which you are going to melt chocolate. Much easier to scrape out.

•

Paint a concrete floor with a paint roller fastened to a mop handle. Much better than getting down on the knees!

•

Pin the shower cap to the shower curtain, using plastic clothespin. Then you know right where it is.

Southern Pacific Bulletin

Vol. 41 J. R. (DICK) HOUGHTON, *Editor* **No. 1**
BILL ROBERTSON, *Assistant Editor*

Published monthly at 65 Market Street, San Francisco, by Passenger Traffic-Public Relations Department for men and women of Southern Pacific Company.

Pacific Motor Trucking

Head Reporter: Dave Zanone. Al Martinson, Northern District; Henry McEvoy, Central District; Larry Collins, Eastern District; Dick Espinoza, Southern District.

General Office: For the first time in a year the family of Julian Ybarrolaza has been re-united. Julian, Jr., arrived in the United States a year ago from Hong Kong. In September of last year, Julian Sr., Gabriel, Margarita and Alex arrived in the States aboard the S.S. Cleveland. Mrs. Ludmilla Ybarrolaza was left behind until completion of a physical examination. Finally, last month she arrived to be re-united with her family. Alex is working with us as bills payable and receiving clerk in the General Office, and the whole family plans to make San Francisco their home. Welcome!

Hugh Brown transferred to Los Angeles. . . . Good to see Roger Tennyson back on the job after undergoing surgery at the General Hospital. . . . Dick Rhoades, file clerk, and director of the First Presbyterian Church of San Rafael Junior Choir, presented a program over radio station KTIM on December 19. . . . Our annual Christmas party was very successful this year. In charge of the evening's entertainment was Dick Brown, traveling agent. The program consisted of a community sing, with Dick Rhoades, pianist; a Gay 90's skit, "By the Sea," with Donald Albright, Dick Brown, Bob Baitinger, Ed Brown, Bill Graham, Don Heiser, Bob Cicogni, Hugh Brown and Lucy Bertschy. After a few songs by vocalist Hugh Brown, a Charleston to top all Charlestons was executed by Bea Brickley and Fern Isquirdo. Host and hostess for the evening were Bill Schilling and his wife.

Eastern District: Driver Len Cox spent Christmas in the Missouri hills. . . . Good to have Driver Bill Arrowood back after his prolonged illness. . . . Your reporter's seven-year-old daughter, Rosemary, got her picture in the newspaper when she won a weekly, "Fun in Art" contest, while her six-year-old brother, Joey, had to be content with a couple of Honorable Mentions.



RAILROAD ROMANCE. Announcing their engagement were Jess Fidler, Jr., fireman, Dunsmuir, and Joan Irvine, daughter of Claims Agent James Irvine and Mrs. Irvine of Dunsmuir. Jess recently returned to SP service after completing a tour of duty with the Armed Forces in Germany.

Northern District: D. Lloyd Thomas, Portland PU&D driver, was presented with a check by the Portland Railway Express Agency for his assistance in recovering an air rifle pilfered from an express shipment at the freight terminal.

Southern District: Our San Diego PMT office is proud of their figures in cotton loadings for October and November (total: 5,939 bales) and claims this fine record will continue. This is cotton hauled to San Diego for export via ship to all parts of the world.

387-4

Tucson Division

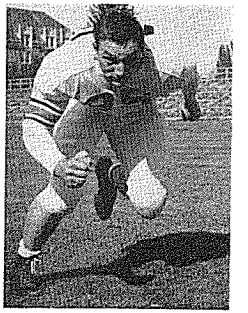
Head Reporter: Leroy Magers, Supt's Office, Tucson. Assistants: Evelyn Hunter, Tucson Freight Office.

It was with considerable regret that we said goodbye to special Claims Adjuster Charlie Kleupfer who was recently transferred from Phoenix to Los Angeles. . . . Relief Clerk Myron Litwin of the Phoenix Freight Station is now stationed at Lackland Field, Texas. . . . Nadine Ingersoll vacationed in Cuba. . . . We receive frequent requests from the American Red Cross for blood. An urgent appeal was made December 3 and the following members of Extra Gang No. 5 went to the Red Cross headquarters in a body, each to give a pint: George Edmonds, Joel Ayala, Francis Thompson, Pablo Flores, Pedro Escudero, Juan Castillo, Juan Gonzalez, Manuel Haro, Marcelino Humo, Pedro Cancio, Oscar Sanchez, Daniel Reyna, Antonio Torres, Ramon Coronado and Jose Diaz.

Sacramento Division

Head Reporter: John A. Collins, Supt's Office, Sacramento. Assistants: Bill Birdsall, Roseville; Pat Maxwell, Engineering Dept., Sacramento; Jean Lischeid, Supt's Office, Sacramento.

Sacramento: A joint luncheon for Winnie Kemp, head file clerk, and John Wright, lease clerk, Engr. Dept., was held by their many friends. John retired after 43 years, and Winnie transferred to her old home town of Dunsmuir where she began her railroading career. . . . Head Steno "Cris" Cristoni and Machine Operator Clara Hartman attended a mimeograph and machine operator demonstration class recently, keeping tab on latest in equipment and efficient methods of operation. . . . Welcome addition to the staff of the file room is Lillian Sensibaugh. . . . Visiting the Dispatcher's Office recently was retired Chief Dispatcher Bob Miles, enjoying his retirement, and lucky as usual in that he won a turkey at a recent dinner meeting. December meeting of the RBWA was held at the Del Prado at which time gifts were brought by members for a needy family and for patients of DeWitt Hospital. . . . Editor Virginia Jordan is to be complimented on the job she is doing with the RBWA magazine, "Camellia City Silver Rails."



ALL AMERICAN TACKLE is big John Witte, Jr., of Oregon State, son of Klamath Falls Car Inspector John Witte, Sr. Young John was named to six national All-American football teams, including Associated Press and *Look Magazine*. He also appeared on Perry Como's television show. As a wind-up to his collegiate football career, John played for Oregon State in the Rose Bowl on New Year's Day.

Engineering Dept.: New estimator in the office is Bob Varozza, formerly of the Drafting Department. He is taking the place of Frank Presnell who is now engineer inspector. . . . Welcome to Ruben Perry, new lease clerk. He transferred to our department after 14 years as accident clerk in the Superintendent's Office.

Roseville: Steno Katie Minarich was guest of honor at a bridal luncheon, receiving best wishes of all her friends who presented her with an electric frying pan. . . . The car shop office was scene of a farewell party for Hilda Hall who transferred to Master Mechanic's Office as steno. . . . Brakeman Manuel Silva vacationed in New Orleans. . . . The SP safety show and picnic committee and their guests enjoyed themselves at a dinner and dancing affair last month.



UNEXPECTED SHOWER! It's hard to catch the Bakersfield gals off guard. When Steno Marion Disston announced on a Friday morning that she would be married the next day to Herbert Piper, a quick vote was taken and it was decided she would not be allowed to go giftless. A collection was taken up, the girls scurried on a shopping trip during the noon hour, and the "shower" was held during the afternoon coffee break. So there!

Coast Division

Head Reporter: Robert J. Conley, Supt's Office, SF. Assistants: Clyde Evans, Supt's Office; Paul Mundt, 4th & Berry Local Freight; Ray Buechner, Bayshore Shops; George Humble, San Jose; Sallie Jones, San Luis Obispo; Ralph Peterson, Watsonville Junction.

Superintendent's Office: By popular vote the office decided to donate the Christmas party fund to Hungarian Relief, at which time a substantial additional amount was also collected for the Relief Fund. . . . Marguerite Engel's African Violets, which occupy a prominent place in Room 200, finally were blessed with two tiny blooms after a solid year of persuasion, and a little help from Old Sol.

4th & Berry and Drumm St. Station: Sympathy to the families of George McDonough, chief clerk, and Gus Strutner, steno, both of whom have passed away. . . . Bruce Wallace's son, who is in the Navy, arrived home unexpectedly, making the Wallace's holidays complete. . . . Henry Skilling, the artist stevedore, had two paintings on display at the local art festival. He specializes in desert scenes. . . . Rapid recovery wished for Robert Ryan, night inbound clerk. . . . Joseph Oliver, tractor operator, who owns an apple orchard, says his apples contain worms of a species as yet unknown to science.

Peninsula Area: Armand Krueger, Mike Lofton, A. B. Santon and Joe Wong returned from a successful deer hunting trip in Utah. . . . Monte Mariant is having good luck with his camellias. . . . Speedy recovery to Bert Williams, traveling mechanic, who has been in General Hospital. . . . Hilda Lawrence enjoyed a short trip recently with her husband and friends.

Monterey Bay: Speedy recovery wished for Pensioner W. P. Rose who has been in General Hospital. . . . C. F. Alexander and T. D. Francis have returned from enjoyable vacations.

San Luis Obispo: Recent bridegrooms included Clerk Jack Williams and Switchman Hal Bittick, Jr. . . . Our sympathy to Switchman Ernie Zavala in the loss of his baby daughter; and to the family of Conductor Vernie Gladin who passed away December 6. . . Asst. Road Foreman of Engines W. E. Sanford, back from Diesel School in Beloit, Wisconsin, says weather in San Luis Obispo is much more to his liking. . . . SP Social Club's Christmas party was a big success. Guest of honor was Engineer Bob Umbertis, recently retired, who was presented with a plaque in gratitude for his many years' service to the Club.

CONGRATULATIONS to John Timmers, (left), traveling auditor, Accounting Department, who retired last month after 46 years' service, and to Victor Carroll, assistant chief traveling auditor, Accounting Dept., who closed his career after working 45 years with our company.



Portland Division

Head Reporter: Howard E. Bailey, Supt's Office, Portland. Assistants: Pearl Damewood, Eugene; Edward Smith, Medford; M. L. Weston, Portland Park St.; E. J. Wiwatowski, Powers; J. D. Mitchoff (photographer); Bob Bartlett, MP&C Dept., Eugene.

An unusual coincidence occurred at a recent meeting of the Brotherhood of Railway Clerks. Clerk Max Miller of Portland Park Street and Clerk Max Miller of Store Department were sitting side by side. At the close of the meeting a drawing was held for holiday turkeys. The second name drawn was Max Miller, who had written "Store Department" beneath his name. The third name out of the hat was Max Miller of Park Street. . . . Newly-elected officers of the Old Timers' Club at Portland for 1957 are C. V. Rosenthal, president; E. J. Painter, vice-president; W. W. Kloster, secretary-treasurer; Kenneth D. Painter, assistant secretary-treasurer. Board of Directors includes J. N. Dela, H. Flaherty, F. Martini, Joe Reznick and Ike Bradley. The meeting, December 8, was followed by a steak dinner and entertainment by Oregon Journal Juniors. Any Portland Division employe, active or retired, with 20 years or more service, is extended an invitation to join the club. . . . Retired agent J. E. Jepson and retired engineer W. G. Burt have been instrumental in organizing Unit No. 58 of the Railroad Pensioners' Club at Roseburg. Officers include R. W. Meissner, president and J. E. Clark, secretary-treasurer. At this writing the unit has 36 members, meeting fourth Friday of each month. . . . Recent entrants into military service include Clerks James Boyd and Hugh Hughes, Switchmen Harold Ehts and Arthur Hoffman, and Fireman Daniel Bludau. . . . Section Foreman Oscar Gustafson of Mt. Angel retired December 31 after 33 years' service including an enviable record for safety, never having had an injury to an employe under his supervision. . . . Telegrapher J. H. Meadows of Medford retired after half a century of railroading, the last 40 years of which have been with the Tucson, Los Angeles and Portland Divisions. . . . Retired dispatcher Olaf Olsson dropped in to excite our envy by telling us he planned to spend the winter in sunny California and Texas. . . . The Cascade Line will miss John Kollias, section foreman, Jasper, who retired after 43 years with our company. . . . Scheduled to appear on KGW-TV December 21 was Eddie Caldwell, chef on business car, "Portland." . . . Donn V. Platt, chief clerk, Medford, retired January 1 after 43 years with SP. He was promoted to chief clerk in 1929.



WEDDING VOWS were recited in the First Baptist Church of Bakersfield by Uell Pierce, chief dispatcher, San Joaquin Division, and Genevieve Hansen.

Sacramento Shops

Head Reporter: Jack G. Palermo, Supt. MP's Office.

The SP Club's annual Christmas party was held December 15 in the Sacramento Memorial Auditorium with some 5,000 people in attendance. Frank Molloy, supt. of motive power, made the welcoming speech. Chairman of entertainment was Ed Ratoni, who did a magnificent job. . . . Congratulations to Car Foreman Lloyd Burke, recently elected president of Supervisor's Association Local No. 8. . . . Congratulations to Jack Davis who has become a grandfather again. . . . Speedy recovery wished for George Steinreich, Olivia King and C. C. Schreiber. . . . Welcome to Marge Draper who joined the SP family recently as relief shop clerk. Husband Stan is our assistant chief draftsman. . . . Luck to Carman Helper Ralph Lopez who is now a married man. . . . Eve Carlos has moved to San Francisco. . . . Recuperating in General Hospital has been Molder George Domich, pensioner.



SKI CLUB QUEEN Shirley Dixon, steno-clerk, Auditor of Capital Expenditures, Accounting Dept., prepares for busy winter with the SP Ski Club. In this, the 19th year of the club's organization, the 35 members plan the biggest season yet, with trips scheduled for Reno Bowl, Sugar Bowl, Soda Springs, Dodge Ridge and Squaw Valley.

Western Division

Head Reporter: Alice Whitney, Oakland Pier. Assistants: Arilla Bettencourt, Tracy; Gladys Amick, Stockton; H. Larsen, WO Diesel Shop; Marjorie Perkins, 5th & Kirkham Streets.

Water Service Dept.: Pumper Jose Ibarra went to Mexico City for the Christmas holidays to bring back his wife and four children to make their new home here. . . . Mechanic A. G. Huyck of Suisun went hunting for pheasant and came back with ducks. . . . Speedy recovery wished for the father of Mechanic Sam Shelton of Tracy.

5th & Kirkham: Steno LaVerne Godwin gave Christmas presents of beautiful copper pictures she makes as a hobby. . . . Clerk Tony Ippolito was seen playing S. Claus last month. . . . Clerk Helen Holmquist vacationed with her children in Sacramento.

Timekeeping Bur.: Sympathy to Adele Gaccarino in the loss of her sister. . . . Asst. Head Timekeeper "Jockey" Hoffman is a proud grandfather. . . . Asst. Head Timekeeper "Skipper" Hill retired on the last day of the year.

Berkeley: Retired Signal Maintainer Rex de Sausmarez and retired Section Foreman Al Ortega dropped in to say hello. . . . T. H. Lopez and A. W. Parker bagged a deer each, the last week of the season. Parker has also been busy knocking down ducks for his deep freeze. . . . Laborer Mose Cooper is out of the hospital after being involved in a head-on collision at Rodeo. . . . Sympathy to Baggageman Myron Hobson in the loss of his brother.

Suisun: Machinist L. H. Rexwinkle transferred to Roseville Diesel Shop, and Carman A. P. Bird and Carman Helper J. F. Mattas transferred to Roseville Yard.

Oakland Pier: More than 100 employes and guests of the Engineering Department enjoyed their fourth annual holiday party in Alameda. . . . A. T. Lewis is back on the job as an asst. engineer after having toured the world as guest of the U. S. Navy. . . . A dinner was held in honor of Transportation Clerk Kate Smith who retired after 36 years' service. . . . File Clerk LeRoy Sites is recovering from a knee operation. . . . John Ferrell, now in El Paso, stopped by to say hello to his friends. . . . Steno Robert Gunderson is serving a hitch in the Army. . . . Welcome to Leonard Scholar, Richard and Lester Pederson and Paul Gregory, new men in the Engineering Department.

Engineering Dept.

Head Reporter: Lee DeKoker, SF. Assistants: John M. Cadden, System MofW Shop.

We were glad to see Pensioner Paul Bunker when he dropped in recently to exchange greetings. . . . Wonder why Marshall Pettis has been spending his spare time studying all those European travel folders? . . . Good news is that Marion Clarke has been recuperating from an auto accident. . . . Speedy recovery is wished for Bea Perrella who has been ordered by her doctor to rest for a month. . . . Welcome to Irene Neidt, Carol Ann Hill and Durand Stieger. . . . A first grandchild was born to John O'Connor and he says she's beautiful! . . . Copious tears were shed by Marian Ide over the death of her Budgie bird last month.

Valuation Dept.: Speedy recovery to Humbert Guenza and Al Wright. Both have been in General Hospital. . . . Andy Joesten is seeing double these days since the birth of twin daughters recently.

System MofW Shop, WO: Welcome to James Buckley, new machinist in Group No. 1. . . . Jack White was presented with a 9-lb. granddaughter on Thanksgiving morning. . . . Wallie Nightingale is beaming over the lovely wife he recently acquired. . . . Happy new year to everyone of you!

General Office

Aud. Frt. Accts., John McAdam.

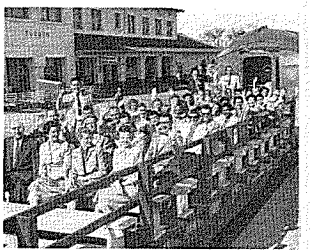
Plans for the annual AFA Spring Golf Tourney are now complete. The committee, headed by Jim Flanagan and Lloyd Dornell, has announced the tourney will be held at Spring Valley Country Club on May 25. . . . Speedy recovery wished for Fay Pickering and Lois Drivon. . . . Ollie Reoutt, tab. bur., just back from two years in the armed forces, took unto himself a bride recently. . . . Our sympathy to George Powell in the loss of his father.

Motive Power Dept., Dorothy Nicholas.

Happy New Year! Broken your New Year resolutions yet? . . . The annual Motive Power and Technical Employes Christmas dinners were a big success. Jeff Hersom was in charge of the Motive Power affair and Ebner Arseneau and Gerry Holt aided Jeff in the handling of the Technical dinner. . . . Welcome to Josephine Blicharz, Shirley Perry, Amber Helf, Gerry Glynn, Paul Burkhardt, Dean Broadbent and Bob Hansen. . . . "Mac" McClair has returned after his lengthy illness. . . . Buddy Newell has been at the hospital in Tucson. . . . Ivan Matveeff is recuperating after his recent operation. . . . Lily Turton spent the holidays with her family in Guatemala.

Aud. Misc. Accts., Perry "Kid" Farrell.

Good to see Beverly Wilke and Jim Kuhns back on the job after being sick. Incidentally, Beverly had some of her paintings on exhibit at recent art shows in the Bay Area. . . . Newly-elected vice president of the Ski Club is our own Pat Geller. . . . John Furlong came all the way from Fort Carson, Colorado, to visit us during the holidays. . . . Welcome to Bill Shaw, Eldon Focht, Jerry Moeller and Larry Pettersen. . . . Our new SP Club representatives are Lola Vendetti, Kay Mallkoff, Pat Geller and Perry Farrell. . . . The girls of the office had a Christmas party at the Capri Room. . . . Wonder what Lefty Anberg is going to do with that genuine mohair cumberbund he got for Christmas?



ROLLING CLASSROOM for teachers was this especially equipped flat car used in "Business Education Day" at Tucson, November 27, when teachers learned about railroading. General Yardmaster E. L. Whaley, equipped with loudspeaker, explained facilities and operations on a two-hour tour from passenger station to Tank Farm and back through the old South Yard. The 33 teachers included R. W. Morrow, superintendent of schools, and his assistant, C. A. Carson. S. L. Herndon described the Tank Farm; J. R. Dunlap, PFE operations, and Station Supervisor G. W. McKissick showed two SP motion pictures after lunch.
—Arizona Daily Star photo

Pacific Fruit Express

Head Reporter: H. M. Ferguson, SF.

Dan Hosey, Purchasing Dept., enjoyed the holidays with his family in Pennsylvania. He really had a "White Christmas" but says it's nice to be back in the warm California sunshine again.



THEY TALKED ABOUT TAXES. On December 5 and 6, the San Francisco Tax Department was host to company representatives from states served by our railroad. Object of the meeting was to allow each tax man to report on the tax situation in his area. Principal speakers included George Buland, vice president and general counsel; F. B. Magruder, tax commissioner; and Robert Pierce, general attorney. Pictured here are (first row, l-r) R. D. Smith, F. W. Converse, F. B. Magruder, O. A. Thomas, A. W. Provencat, Jr., (second row) J. E. Hebbron, E. O. Miller, J. W. Hopkins, J. I. Ferrell, S. Miller, Jr., (back row) C. A. Soderblom, F. C. Leimer, R. L. Pierce, K. E. Herber, P. B. Harris, L. A. Sites, and J. Morena.

. . . We're glad to report that Hal Noetzelmann, also of Purchasing, is making a wonderful recovery from his fall of last August. He's now in a wheel chair and expects to return to work before too long. . . . It's good to see Ralph Carlson of the AAR Bureau back after his recent illness. . . . In the Car Department we all enjoyed the almost traditional pizza pie which Martin Ginotti served day before Christmas. He made it himself, too! . . . Ethel Epperley served up a heaping dish of walnut creams to the lucky people in the Purchasing Dept. at Christmas. It was delicious.

Lois Ferguson, Traffic Dept., can be found almost every weekend high up in the snow laden Sierra Mountains enjoying her favorite sport—skiing. . . . John Allen has been showing his latest color films of Carmel. A real professional job. . . . K. V. Plummer and his wife returned last month from their delightful cruise to Guatemala. . . . On a Caribbean cruise now is Velma Willis, typing bureau's senior steno. . . . The Christmas spirit really was evident around here with decorations on almost every door of the PFE floors in San Francisco. A special nod goes to "Hi" Jenson, Elmer Carlson, Gil Gilkison and Cliff Johnson for the very clever animated Santa Claus astride one of our own PFE refrigerator cars, waving his greetings to all. . . . In closing we wish to give a big welcome to Jean Baker, Dave Haberlin, David Clisby, Robert Thiel, Hugh Bradford, Theodore Erickson and George Ingraham who have all recently joined our PFE family here in the city by the Golden Gate.

Dining Car Department

Head Reporter: D. D. Doig, San Francisco. Assistants: O. L. Baldwin, West Oakland; Walter Goertz, Oakland Pier; Douglas Christensen, LA.

West Oakland: A handsome dinner party was held in honor of retired V. K. Jones, former commissary agent, on December 22. . . . We wish Cook Frank McNeary and his bride many years of happiness. . . . Heartiest wishes for speedy recovery to Cook Johnny Green who has been in the hospital. . . . Sympathy to Chef Lee Kinsey in the loss of his wife, and to the relatives of Steward Frank Scott who passed away suddenly.

Los Angeles: Dining Car Inspector Charles Palazzola, now retired, visited us recently and is looking very well. . . . Sympathy to Waiter Lee Smith in the loss of his son. . . . We'll miss Second Cook Bernard Hays who retired after 36 years' service. . . . Buying new cars are Pat Gallagher, Keith Walton and Jack Martin. . . . Speedy recovery wished for Theopolis Toler, lounge car attendant, who has been in the Tucson hospital.

Shasta Division

Head Reporter: Marjorie D. Calloway, Supt's Office, Dunsmuir. Assistant: A. H. Sullivan, Klamath Falls.

December was the month for gay social doings! Various organizations report very successful parties. In addition, Road Foreman of Engines Art Shoupe decided to retire and was given a bang-up send-off by his friends. He started with SP in 1913 as a clerk. . . . Head File Clerk Ferdinand Brown retired also, after working in the Superintendent's Office since 1917. He has countless yarns about this part of the country when it really was the "Wild West." . . . Trainmaster D. R. Anderson was a speaker at P.T.A. meeting January 8, and he is also keeping busy as chairman of the Boy Scout Fund Drive. . . . Steno Ida Strosnider has called her daughter, Penny, "Doll" until just recently when Penny, 11 years old, told her, "Mother, I want you to stop calling me 'Doll' because a doll is nothing but an empty-headed toy."

Pass Clerk Phyllis Gilzean made a very clever arrangement for her counter out of tumbleweed dunked in water and flour with a few decorative Christmas ornaments added. . . . Special Agent C. W. (Champ) Champlin is helping sponsor a Junior Riflemen's Club. . . . Clerk H. P. Wilson's daughter, Molly Ann, married Carl Powell. Roadmaster G. J. Brun's daughter, Gina, was flower-girl. . . . Engineer Don Basham and Fireman R. E. Bradshaw won holiday turkeys in a drawing. . . . Joe Foster of the Communications Department spent three weekends constructing a palatial residence for his star boarder, a hunting "dawg."

The old adage, "Everyone talks about the weather but no one does anything about it," isn't true around here. After



SCORES OF FRIENDS attended a farewell dinner at the Canterbury Hotel, San Francisco, to honor Anna Connelly, head bill and voucher clerk, Passenger Accounting Department, upon the occasion of her retirement after 41 years' service.

a long dry spell a group of local people called on a Klamath Indian Princess to perform rites guaranteed to stir up a storm. When she took her 100-year-old ceremonial robes out of storage, it started clouding up and she performed the ceremonial rites in a snowstorm. The local papers carried a story and picture of the Princess, with Asst. Engineer H. N. Walsh's daughter looking on in wide-eyed wonder. . . . That elusive bachelor "Arkie" Livingston finally got hit by Cupid's arrow and is now engaged to Carol Travis.

San Joaquin Division

Head Reporter: Sylvia Ahlgren, Supt's Office, Bakersfield. Assistants: Charles Snook, Ruth Eiffler, Fresno; Elvin W. Smith, Edna LaGore, Hannah O'Brien, MofW Dept.; Dan Parker (photographer), Bakersfield.

The SP Club's children's party was the kick-off for the holiday season, followed in gay succession by the Ladies' Annual Christmas Party at Maison Jaussaud's, and the annual party in the Superintendent's Office. A happy holiday season was enjoyed by all. . . . The father-and-son team of Galyan & Galyan, Inc., kept the Chief Dispatcher's



M. F. SKILLING (seated), agent at Oxnard, retired after serving our company 47 years. He and his wife (at his left) were honored by their friends on his last day of work. The Skillings' retirement plans include, first of all, a "brief period of inactivity."

office running smoothly during Chief Dispatcher Uell Pierce's absence on his honeymoon. K. L. (Pop) Galyan worked as chief dispatcher and C. W. (Bill) Galyan as asst. chief dispatcher. . . . Section Foreman Frank Felix, while off duty, observed a hot box on a westbound freight train. He jumped into his car, drove to catch the train, stopped it and notified the crews. The defect was promptly found and the car set out.

T. W. Hawkins, who has been signal maintainer at Tulare for several years, has moved to Tehachapi to take over Tehachapi east signal district. . . . Golfer Isaac Byers, engineer, teamed with pro Chet Foss to win the 2-man team honors at the Kern River Course recently. . . . Sympathy to the families of Welder A. G. Gray, retired Switchman Lon Darby and retired Brakeman Robert Wilson, all of whom have passed away. . . . The "traffic" problem at the DF&PT office was solved when they moved into their new quarters. Now there is room for everybody! . . . James Strong has transferred to the Salt Lake Div. . . . Gae Chenard is "busting out all over" because he has just become a great grandfather! His grandson, Kenny, is the father of a baby girl. . . . George Kelly is no less proud to announce he has become a grandfather for the second time. . . . Friends and fellow workers are concentrating on good wishes for the recovery of Asst. Head Timekeeper Lee Holcomb who underwent surgery at the General Hospital. . . . Entering military service were Fireman Donald Cheney and Asst. Signalman Billy Watts. . . . All the best to Conductor Charles (Pete) McBride on his retirement. He had been a railroader since 1909 and with SP the last 20 years. From 1945 to 1954 he was local chairman of the Brotherhood of Railroad Trainmen.



HEAD FILE CLERK Ferdinand Brown, Dunsmuir, retired last month after a 40-year career with our company.

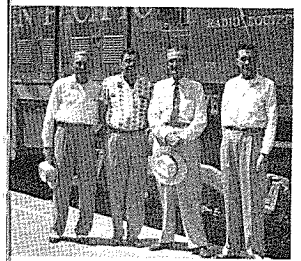
Traffic Departments

Passenger-Public Relations, SF. Don Wright, Ellen Hoggan, Maxine Bryce.

CTSA, SF: W. Craig Sexton was appointed incoming floor captain and representative for the SP Club, replacing Ed Rink who has given so generously of his time and services for the last five years. . . . Sympathy to Eileen Fagan in the loss of her mother. . . . Rupert Ferguson vacationed in New York. . . . Welcome to Douglas Wychester. . . . Back from sick leave is Essie Gillette. . . . Speedy recovery wished for C. D. Farrar. . . . A rabid bowling fan is George Glover.

DPO, SF: Welcome to Vila Weidel, recently transferred to this office. . . . Best wishes to Bill Ficenor for a speedy recovery from his recent illness. . . . Eddie Verdier decorated the front of his San Carlos home beautifully during the holidays.

GP-PR, SF: Recent office visitors were J. H. Pruett, Jr., B. S. Guayle, Kenny Goy and Joyce Miller. . . . Andy Glass spent Christmas at home, after being released from the hospital. . . . It has been suggested that Cliff Ferguson should have a beret to go with his new sports car. . . . Welcome to Earlene Reed, new steno in the Train Service Bureau.



THE RAILROADING ARMSTRONGS! When L. B. (Pop) Armstrong, Sr., (2nd from right) switchman, of the Rio Grande Division, retired after 46 years' service, his three sons—SP railroaders all—were on hand to congratulate him. The Armstrongs are (l-r) Clarence, conductor; L. B., Jr., MP&C clerk, and Frank, conductor. The four Armstrongs have an aggregate of 120 years' service with our company.

Los Angeles Division

Head Reporter: L. E. Paddock, Supt's Office, Los Angeles. Assistants: J. Ann Macon, Supt's Office; Bobbie Graham, Dist. Timekeeping Bureau; Bernice L. Monroe, LA Yard.

Ben Broyles, Santa Claus in pink, made his annual visit to the General Hospital to give presents to all LA Division employes on the sick list. . . . Activities in the LA Chapter, NARBW, were numerous in December. First was a trip through our Taylor Roundhouse and diesel facilities; next, approximately 100 members attended a party followed by dinner aboard the freighter "Japan Bear" as guests of Peggy Hayes' brother in law, Capt. Emile Genereaux. . . . Good to see W. J. Merrithew, retired water and fuel service supervisor, in the office recently. . . . Sympathy to Nan Daly in the loss of her nephew and to Cy Sandstrum in the loss of his sister.

Dist. Timekeeper Bur.: Art LeCuyer spent the holidays in Truckee with his two daughters and their families. . . . George Bridges was given a birthday party by his friends. . . . Ann Underhill spent a holiday in San Francisco with her daughter. . . . Speedy recovery is wished for the husband of Opal Haas.

LA Yard: When Switchman Edward Ness retired after 33 years' service, the men of "C" Yard presented him with a walking cane completely wrapped with money.

LA Freight Station: Hobby of Stevedore Albert Disarufino is oil painting. For the last four years he has done portraits, seascapes and landscapes, and has sold some of his work.

Rio Grande Division

Head Reporter: Tona Prewitt, Supt's Office, El Paso. Assistants: Juana Haight, Douglas; Paul Humphries, Lordsburg; Julia Hassman, Deming; Helen R. Nowell, Carrizozo; Lucie E. Wright, Al Bouchard (photographer), Tucumcari; C. W. Vance and R. L. Barnum, El Paso.

At the annual golf tournament sponsored by the SP-T&NO Athletic Association on December 1, the following contestants won turkeys as prizes: Dispatcher Joe Ezell, Master Mechanic Oscar Gutsch, Clerk Eddie Cain, Freight Clerk Ray Kersey, Gen. Foreman L. E. Cantrell, Clerks A. Rosas and W. Fritz. . . . When Ticket Clerk Frankie Fultz married soldier Oral Schlotz, she said, "Imagine a Fultz marrying a Schlotz!" . . . R. B. Gibson and L. C. Cody attended a district meeting of the Kiwanis Club in Albuquerque recently. . . . When your head reporter was in the General Hospital she met former Agent-Telegrapher Maude May Abernathy who had retired in 1947. Mrs. Abernathy kept us all highly entertained by



FRANK RORK, asst. station master, LAUPT, retired after serving our company 44 years.



ON AUGUST 1, 1907, a young girl with a shy, sweet smile began working for our company in the office of the assistant freight auditor. She liked her work. Subsequently, she was transferred to the office of equipment service accounts, where she filled various calculating positions. One day last month, after nearly 50 years of service, Dollie Doherty retired, and scores of friends honored her upon the occasion. It was noted that she still had the same shy, sweet smile.

relating fascinating incidents which occurred during her service. . . . If you wonder why Clerk Eddie Cain is walking around recently in an absent-minded way, think nothing of it—he is just wondering how he is going to get all the possessions he and his wife, Faye, have accumulated the past 20 years into his new home. . . . Denny O'Keefe, who injured his eye in a hunting accident, has been improving, we're happy to report. . . . Motor Car Repairman Lloyd Lawson was named District Deputy Grand Master of Masonic District 60 during the Grand Lodge of Texas' annual session which was held at Waco, Texas, recently.

Yuma Division

Head Reporter: Don McLeod, Supt's Office, LA. Assistant: Salome Lopez, Yuma Yard Office.

Annual winter harvest began early last month in the vicinity of Yuma and in the Imperial Valley. The season has been a good one, requiring extra power and cabooses. Busiest points have been Brawley, El Centro and Holtville. . . . Cattle shipments into Imperial Valley have set new records. . . . Welcome to Margaret Lynch who came to us as steno-clerk, Supt's Office. She formerly worked in a similar capacity in the Freight Traffic Dept. here in Los Angeles. . . . Good to have Frank Cabot, agent, Downey, back after his recent hospitalization.

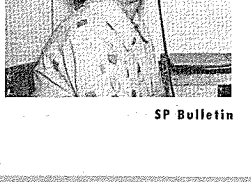
Yuma Yard Office: Recent pensioners who have stopped in to visit us include Fred Lyle, Charlie Cooper and "Skipper" Holmes.

Salt Lake Division

Head Reporter: Hugh F. O'Neil, c/o Supt., Ogden. Assistants: R. E. Stephens (photographer); Myrna Logan, MP&C Dept., Ogden.

Signal Helper Arthur L. Latta, Clerk Fred Preston, and Pipefitter Robert L. Eddy have entered military service while Carman Helper Cruz Flores, Carman George Rock, and Oiler Ernest Lovelien have returned. . . . Clerk Lawrence Tillotson is vacationing in Sacramento. . . . We have had on our sick list: Dispatcher Robert Norris, Steno Kate Robbins, Engineer A. W. Sorenson, Laborer George Breeding, Brakeman D. E. Layton, Carman Edward Garcia, Secretary George Montgomery, and Supplyman Johnnie Dixon. . . . Welcome to new employes: Switchman Harvey Biggs, Carpenter Raymond Spratt, Mechanic Donald Ingram, Telegrapher Roger Smith, Electrician Lewis Jensen, and B&B Helper Gary Porter. . . . Newly elected officers of Division 124, Order Railroad Conductors and Brakemen, are Morris Smith, chief conductor; William Wilson, secretary; and J. C. Pepcorn, chairman. . . . Engineer Frank Dillingham proved that a large caliber shotgun is unnecessary to hunt birds. Using a 410 gauge shotgun, he got the limit of pheasants on the opening date.

HONORED upon the occasion of her retirement by the gals of the Railway Business Women's Association was Ruth Ware Hill, telegrapher-agent at Strauss, New Mexico. She will join her husband in Arkansas who has been building a home for them.



MP&C Dept.: Machinist Oreste "Rusty" Ropelato has been in the General Hospital. We wish him a speedy recovery. . . . Machinist Archie Ranson has a new granddaughter. . . . Carpenter Penrod is welcomed back to work after being ill. . . . Carpenter William Neville has completed 35 years' service without a reportable accident. . . . The Ogden diesel pit has taken on a new look in the form of a new office.

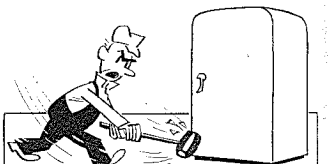
General Claims

Head Reporter: Mary Jo Rader, Assistant, Beverly Samples, Los Angeles.

San Francisco: General Claims Agent G. W. Luhr and his wife were feted by their family on their 40th wedding anniversary at the Hacienda in Fresno. . . . Welcome to Clerk Robert Wiebinski. . . . Steno Florence Whiting has moved to San Mateo, joining the ranks of the peninsula commuters. . . . Asst. General Claims Agent Calder Innes has also moved—all the way over to the sunny side of the same apartment building! . . . Good luck, but not goodby, to Clerk Ed Hogan who has been promoted to claims adjuster and transferred to Oakland Pier office. . . . Statistical Clerk Mark Rader is making like DeMille these days, taking pictures so he can show them on his new projector. . . . Looks like wedding bells soon for Clerk Pete Zuvela who gave his best girl a diamond ring for Christmas. . . . Claims Agent Jim Turner's son, Bob, married Lynn Chilcut on December 29.

Tucson: Congratulations to Steno Carl Reblin on his promotion to claims adjuster. He will continue to work at Tucson office.

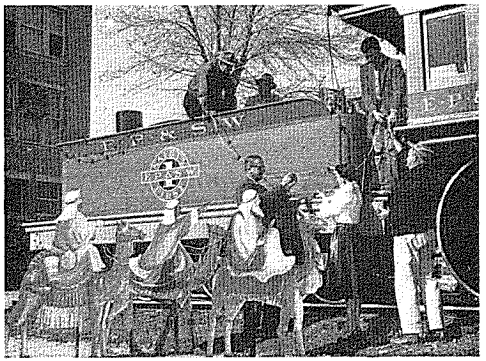
Sacramento: We were sorry to lose our girl Friday, Steno Margaret Montez, who left us for New York where she is to be married. We welcome in her place, new Steno Eleanor Moore.



Los Angeles: We all envied Steno Evelyn Rick who spent the holidays basking in the sun at Palm Springs. . . . A lovely evening was spent at a Christmas party on Dec. 22, given at the home of Claims Agent Ernie Mason for the Claims Dept. staff.

FAREWELL PARTY was given for Florence Solomon, comptometer operator and extra timekeeper, Coast Division, San Francisco, when she retired last month after 22 years' service.





AUBREY HARDY, standing left, was beginning to feel right at home in El Paso and his new job as assistant general freight and passenger agent, when he and his attractive secretary, Ann Prewit, helped Motive Power Department electricians decorate colorful EP&SW engine No. 1 for the Christmas holidays, on the lawn by the SP Building, left. Electricians, left to right, were Foreman H. O. Wilson, A. W. Thomas, F. M. Byrd, C. F. Houston and, on the ground, Charles Hershberger. Hardy came to El Paso from Houston. He started railroading on the Illinois Central in 1917 and joined us in New Orleans in 1923.

General Stores

Head Reporter: Joe Valdez, SF. Assistants: Edythe Flood, El Paso; John Diaz, Geo. Gerichten, West Oakland; Leo Keller, Brooklyn.

Grace Deane, head voucher clerk, has been in the General Hospital. . . . Good news is that Florence Walker has returned after an illness that lasted over a year. . . . A recent visitor was Pensioner Millard Grove. . . . With the new year we would like to toss a special bouquet of roses to Patricia Brauer, voucher clerk, who kept us informed of all the extra activities sponsored by the SP Club last year; and to John "Pop" Wilson, head clerk, who kept us supplied with funny stories during year.

El Paso: Ruby Harris, steno, was honored with a luncheon on occasion of her birthday. . . . D. P. Wilbanks, retired chief clerk, dropped by to say hello. His daughter, Nancy, represented the American Assn. of University Women as duchess to the 1956-57 Sun Queen's Court. . . . Catherine and Helen Gunther were honored with a luncheon on occasion of their transfer to Purchasing Department of Pacific Electric at Long Angeles.

West Oakland: We were deeply saddened by the deaths of Alberto Gonzales, laborer reliefman, Tracy Stores; and Nicolai Gorbunoff, helper, West Oakland Stores. . . . Enrique Perez enjoyed a late vacation in Mexico. . . . Back on the job after being ill are Mamie Blois, Frank Paulson, Fred Franke, Harold Smith and Arthur Huber. . . . Get well wishes to George Hill, John Durham and Crescencio Alvarez. . . . Juan Gonzales, helper, has returned to his old job after attending Mexico City College the last two years. . . . George Pantojas has been promoted to section stockman.

Our Pensioners

Retired members of the SP family are invited to send us news of their doings.

August F. Rauch, nearly 61, who retired Friday the 13th, July 1945, as a car repairer, after starting work for us in San Antonio, Texas, in 1899, reports he can still earn $50 a day with a 12½ horsepower garden cultivator he uses in Portland, Oregon, where he lives at 5525 North Lombard. "That is," he says, "if I don't lie down on the job." He has already plowed up 1700 garden plots, "and I love it." Plant life has always been his hobby. He has three city lots on which he grows walnuts, grapes, apples, pears, peaches, "etc." He sold over 800 pounds of beans and 175 dozen roasting ears, a half ton of cabbage, "etc.," last year. "I never permit myself to idleness as it has a tendency to discontent." Oh yes—he also raises flowers!

Carleton A. McCurdy, 906 Hunt Avenue, St. Helena, California, writes to say he still sees news in the *Bulletin* about friends he made after going to work in West Oakland Store in 1898 under the late Albert Wastell. Carleton helped drive piles for the Harrison Street bridge, lost an arm a few months later as an engine wiper, and has high praise for the hospital care he received in later years while continuing working for us in the signal towers at Port Costa, Kirkham Street, First and Harrison, and Shellmound. He won the 16th Street job in Oakland in 1927 but bid in Fruitvale Tower in 1932 to be nearer home, and retired in 1944 after 46 years of service. "I want to thank the ones who made up the SP radio advertisement we hear on several stations," he writes. "The whistle reminds me of the good old straight two foot length brass that made the hills reverberate."

Palmer A. Ferreira, Post Office Box 332, Healdsburg, went to northern California after retiring in El Paso in 1944, and with his son purchased and is operating a 200-acre farm. He had been a machinist, working at Algiers for the T&NO, at Winnemucca for Pacific Lines, and had been at El Paso 21 years when he retired. Since starting farming "on a shoestring" he and his son have made such a success of it that they have paid for the place and now have 100 ewes and 1500 laying hens in addition to 7 acres of walnuts and 15 acres of prunes.

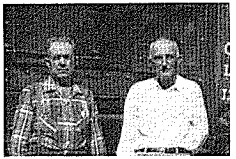


AUGUST F. RAUCH uses a 20-foot ladder to pick his beans. See story adjoining column.

Los Angeles Shops

Head Reporter: Victor Schiro.

Welcome back to General Foreman's Clerk Florence Deeter after a brief illness; and also to Freight Carman William Langh who suffered injuries in a Freeway accident recently. . . . Sheet Metal Worker Leo Menard gave Boilermaker Committeeman Clarence Hickey a tame 'possum for his children and they're really enjoying their new pet. . . . Successful pheasant hunters were James Rodarte and Anthony Marsola.



A 46-YEAR CAREER in railroading with SP ended with the retirement of Carl Gaither (right), lead car inspector at Phoenix. On hand to wish him well was S. V. Greenlee, car foreman.

. . . Electrician Manuel Tovar conducts a class in Spanish during the noon hour and at present has twelve students, including a few supervisors. This Spanish class has been in existence for ten years . . . Machinist Daniel Boone recently celebrated his 45th wedding anniversary and 44th year with our railroad, during which time he has had a varied career. . . . Passenger Carman Arthur Enos bagged a 275 lb. 6-point buck deer in the Utah Mountains.

Communications

Head Reporter: Henry L. Loretz, SF. Assistant: Jeannette S. Franch, LA.

New faces in the main office are Gloria Abbott and Erna Clifford; at the telephone exchanges are Wilfred Jensen, Pauline Murphy; in the plant department are Bob Throckmorton, Leo Harvey, Monte McCormick, Paul Brewer, Lloyd Kokotan, Walter Harris and Dick Bruun. Welcome to you all! . . . Sympathy to Herb Collins of Yuma in the loss of his daughter. . . . Congratulations to John Fraser, Bob Cowen and Jim Baggerman who acquired radio-phone licenses and then promptly bid in lineman districts. . . . LaVerne Kransky and her husband, Walter, who is with the Coast Division, stopped in with their bouncing son, a prospective lineman. . . . Also stopping by to visit us were Roy Ralston, Otto Papst, Emmett Smith, Tom Cull and Andy Thompson. . . . Margaret McCarren was given a wonderful send-off at the San Francisco telephone exchange upon her retirement December 1 after 30 years' service.

MOVING UP!

Promotions to Better Jobs

MAIL, BAGGAGE & EXPRESS TRAFFIC: **E. O. Lewis**, to assistant manager; **R. C. Martin**, to special representative; **G. V. Grady**, to special representative, all with headquarters in San Francisco; **R. J. Young**, to district manager, headquarters in Los Angeles.

FREIGHT TRAFFIC: **F. M. Guerin**, to assistant general freight agent, headquarters in Los Angeles; **C. A. Hartley**, to district freight agent; **D. W. Wicks**, to asst. district freight agent, both with headquarters in Oakland.

SAFETY DEPARTMENT: **J. B. Malarkey**, to safety supervisor, headquarters in San Francisco.

OPERATING: George **Huey**, to assistant trainmaster, headquarters in Ogden.

FP&SS: **E. G. Suelflohn**, to superintendent, machine operations, headquarters in San Francisco.

SP PIPE LINES, INC.: **A. R. Winning**, to materials coordinator, headquarters in Los Angeles; **S. L. Herndon**, to chief operator-deliveryman, headquarters in Phoenix; **B. G. Fannin**, to chief operator deliveryman, Tucson.

CIGARS, CANDY

Births in Our SP Families

Sons to: **Val Kavic**, machinist helper apprentice, Portland Div.: **Lynn Richmond**, yard clerk, Taylor Yard; **Emanuel Jimenez**, switchman; **Bonnie Beuchner**, diesel clerk, and **Bob Beuchner**, PFE carman; **Sterling Carter**, pipefitter apprentice; **Erick Erickson**, clerk, all of Sacramento Div., except Bob Beuchner; **Ruby Casas**, carman; **Manuel Salcido**, upholsterer; **Francis Damico**, carman, all of Sacramento Shops; **Marta Martinelli** and **Carmen Pack**, both nurses, General Hospital; **Vernon Waugh**, waiter, Dining Car Dept., West Oakland; **David Sheehan, Evelyne Hollingsworth, Warren Howland**, all of Aud. of Freight Accounts, General Office; **Carlos Favela** (twins: boy and girl) supplyman, Rio Grande Div.; **Harold Scott**, telegrapher, Salt Lake Division; **Peter Rudich**, mechanic, Western Division.

Daughters to: **Calvin Ard**, machinist; **E. J. Hostick**, clerk, and **Inez Hostick**, all Portland Div.; **Ferry Plantz**, fireman; **George Winegar**, conductor, and **Mary Winegar**, ink report clerk, both Sacramento Div.; **Willa Mae McDowell**, steno, San Joaquin Div.; **Henry Rodriguez**, sheet metal worker; **John Pena**, carman, both Sacramento Shops; **Dr. Donald Harris**, General Hospital; **Ed Kuenster**, Document Custody, Aud. of Misc. Accts.; **Tim Walsh**, assistant personnel manager, PFE; **Erma Kinney**, steno, Communications Dept., SF; **Amy Patten**, Aud. of Freight Accounts, General Office; **Tony Orosco**, laborer, Salt Lake Division; **R. A. Thurmond**, line desk clerk, Rio Grande Division.



HONORED IN MANY WAYS was Arthur Shoupe, second from left, on the eve of his retirement December 31 as road foreman of engines, Shasta Division. Ninety officials and employes, headed by Assistant General Manager J. A. McKinnon and Shasta Division Superintendent A. W. Kilborn, attended a dinner for him at Klamath Falls. They recognized his outstanding, accident-free, 43 years of service with our company—starting as a clerk in the Division Office at Dunsmuir, later serving as roundhouse foreman and engineer, and as road foreman of engines at Klamath Falls since 1944. Perhaps the happiest moment of all at his pre-retirement parties was when his three brothers joined him for the photograph shown here. Left stands E. H. Shoupe, formerly in SP train service and now manager of the AAA at Reno. Behind Arthur is Earl, active SP engineer out of Dunsmuir. Edgar Shoupe, right, is a retired conductor, Ashland. *—Klamath Falls Herald & News photo.*

BEST WISHES!

Engagements, Marriages

Married: **Uell Pierce**, chief dispatcher, San Joaquin Div., to Genevieve Hansen; **Marion Disston**, steno, San Joaquin Div., to Herbert Piper; **Ray Everett**, section foreman, San Joaquin Div., to Mable Morgan; **Gabriel Delcid**, machinist, San Joaquin Div., to Eleanor Perez; **Scott Pridgen**, trainmaster, San Joaquin Div., to Carolyn Romersa; **Katie Minerach**, steno, Sacramento Div., to Eugene Kingsley; **Marlene Diana**, Engr. Dept., PFE, to John Bartolo; **Libby Denig**, Typing Bureau, PFE, to Richard Knup; **Byron Belmont**, brakeman, Portland Div., to Patricia Kennedy.

Engaged: **Frances Yohannon**, Aud. Freight Accounts, to Al Rossi; **Sara Young**, Aud. Freight Accounts, to Richard Osborne.

THANKS TO YOU!

Deserving Happy Retirement

COAST DIVISION: **Louie Cady**, agent; **Birch Caldwell**, telegrapher-agent; **Otto Christiansen**, hostler; **Harry DeVack**, switchman; **John Dysil**, passenger carman; **Herbert Halls**, clerk; **Carrie King**, coach cleaner; **Howard Lewton**, telegrapher-clerk; **Alfred Lucchesi**, car inspector; **Ignacio Martinez**, oiler; **Eddie Melin**, carman helper; **William Meuser**, clerk-baggageman; **John Pendelus**, stationary engineer; **John Pimentel**, shed foreman; **Marin Smare**, upholsterer; **Tom Thomas**, crossing watchman; **Ralph Wells**, engineer; **Thomas Zervas**, freight carman.

LOS ANGELES DIVISION: **Charles Aubuchon**, clerk; **George Cooper**, car inspector; **Leonard Kallman**, warehouse foreman; **Galey Kelley**, asst. general



RIO GRANDE DIVISION MEN RETIRE. With a combined total of 130 years' service to our company, these gentlemen of the Rio Grande Div., have joined the ranks of the gainfully unemployed. They are (l-r) Dan Kelly, engineer, who had 43 years; A. P. Davis, engineer, who had 44 years, and C. W. Lohmeier, chief claim clerk, who completed 43 years.

yardmaster; James Lane, clerk; James Neary, chief clerk; Isaac Schiele, carman; Louis Sellman, hostler; Bernard Williams, crossing watchman.

LOS ANGELES SHOPS: Carl Anderson, passenger carman; Giacomo Buscaglia, machinist helper; Edward Gehlken, lead machinist; Jacob Klimback, pipefitter; Riley McConnell, sheet metal worker.

PORTLAND DIVISION: Howard Brown, freight car painter; James Chapman, switchman; John Gepfrich, boilermaker helper; James Griffith, sheet metal worker helper; Charles Hatfield, B&B blacksmith; Glen Hosford, switchman; Herbert Jackson, car clerk; William Kirk, engineer; Albert Luther, clerk; Percy McCampbell, machinist; Joseph Naylor, blacksmith; Andrew Ringham, clerk; Roy Shobert, section foreman; Carl Winsenburg, machinist; Owen Woods, carman.

RIO GRANDE DIVISION: Rafael Barajas, carman; Lynn Charlton, car inspector; Ara Gary, clerk; George Haas, telegrapher; Ernest Robertson, engineer; William Woods, electrician.

SACRAMENTO DIVISION: Louis Belnder, section foreman; Umberto Bertacchi, carman; George Dravis, carman; Tony Marin, carpenter; Sylvester Maurello, machinist helper; John Wheeler, switchman.

SACRAMENTO SHOPS: Peter Caleca, machinist; Battista Daprato, boilermaker; Victor Gabri, boilermaker helper; William Nuttall, machinist; Gee Quen, roundhouse laborer; George Stephens, tender truckman.

SALT LAKE DIVISION: Londa Anderson, agent-telegrapher; J. Gilbert Lockridge, MP electrician; Myron Proctor, boilermaker helper.

SAN JOAQUIN DIVISION: Emil Bernhard, clerk; V. F. Calhoun, machinist; Daniel Curtin, clerk; William Grazer, traveling carpenter helper; William McDowell, clerk; Alfred Frye, water service foreman; Everett Zimmerman, agent-telegrapher.

SHASTA DIVISION: Marco Gheller, track walker; Columbus Lancaster, car inspector; Stanley Turner, engineer; Eddie Wollan, section laborer.

TUCSON DIVISION: Patrick Collins, engineer; Robert Dallas, engineer; Will Lindsay, engineer.

WESTERN DIVISION: William Bandeen, conductor; Frank Barrowclough, electrician; Edward Bruhn, engineer; Carl Burkart, brakeman; Alfred Clayden, crossing watchman; Spencer Diedrick, check clerk; Clarence Elliott, machinist helper; Elbert Ellis, switchman; Howard Enke, engineer; Walter Handy, carman helper; William McArthur, engineer; Edward Miller, asst. baggage agent; Harry Moore, machinist; Vincenzo Petrucelli, boilermaker helper; Elmer Schukowski, signalman; Stanley Shelton, machinist and engine inspector; Joseph Silveira, boilermaker helper.

PACIFIC ELECTRIC: Raymond Garst, trainman; George Billhardt, commercial agent; August Einert, trainman; Arthur Urrea, car repairer; Lester Lutes, supervisor-car service; Stanley Gronek, elevator operator; LeRoy Albert, trainman.

MISCELLANEOUS: Hugh Holmes, carman, NWP; James Frontjos, steam steward, Dining Car Dept.; Albert Pruiti, dining car waiter, W. Oakland Commissary; David Thomas, dining car waiter, W. Oakland Commissary; Jules DeMello, pressman, Duplicating Bureau, SF; Jose Garcia, trucker, Los Angeles Stores; Elma Nelson, utility clerk, Los Angeles Stores; Nan Shea, head clerk, Freight Claim, General Office; Hardy Randolph, mail separator, LAUPT; Inar Larson, painter, Hospital Department.

OUR SYMPATHY

Deaths in SP Family

PORTLAND DIVISION: Clarence Kirsch, switchman; Cecil Gottsch, machinist. Pensioners: John Carlson, boilermaker helper; Jack Murphy, roundhouse foreman; John Newhouse, section laborer.

SAN JOAQUIN DIVISION: A. G. Gray, welder; Merwin Hesse, switchman. Pensioners: James Rucker, trucker; Robert Wilson, brakeman.

LOS ANGELES SHOPS: Patrick McHugh, passenger carman. Pensioners: James Motzer, locomotive painter foreman; Haddon Hallberg, sheet metal worker.

COAST DIVISION: George McDonough, chief clerk; Ralph Chapman, clerk. Pensioners: George Drummond, crossing watchman; Anthony Gorell, freight agent; Juan Goyeneche, machinist; Stephen Vandiver, switchman.

WESTERN DIVISION: Joseph Carlson, machinist helper; Herculino Posada, section laborer. Pensioners: Harry Benton, conductor; Clyde Collins, engineer; Melvin Fuhrmann, engineer; Henry Fujii, laborer; Axel Hallberg, drawbridge tender; Bryan Lynch, marine engineer; John Negrich, engineer; Harry Nick, section foreman; William Rice, air brake repairer.



JOHN VADER, engineer, Los Angeles Division, retired last month after a railroad career with SP that spanned 47 years.



GOOD LUCK to Raymond Gordon (left), engineer, Portland Division, who retired after 46 years' service, and to John Dunn, machinist at Ogden, who closed his career after 45 years of accident-free service with our company.

SACRAMENTO DIVISION: John Reistetter, telegrapher. Pensioners: Richard Bell, engineer; Stanley Callister, B&B carpenter; Lawrence Lockerman, conductor; William O'Neal, switchman.

SACRAMENTO SHOPS: Renze Lucchesi, machinist helper. Pensioners: William Andrews, passenger carman; Philip Bacchi, passenger carman; William Blackwell, boilermaker; Richard Soutter, painter.

SHASTA DIVISION: Mike Agostini, freight carman. Pensioners: Olan Hall, car inspector; John Woods, conductor.

LOS ANGELES DIVISION: Pensioners: John Beaton, agent-telegrapher; Edward Grace, brakeman; Andres Esparza, laborer; Otto Klaus, conductor; Clarence McDonnell, clerk; Mason Morris, brakeman; George Speer, stevedore.

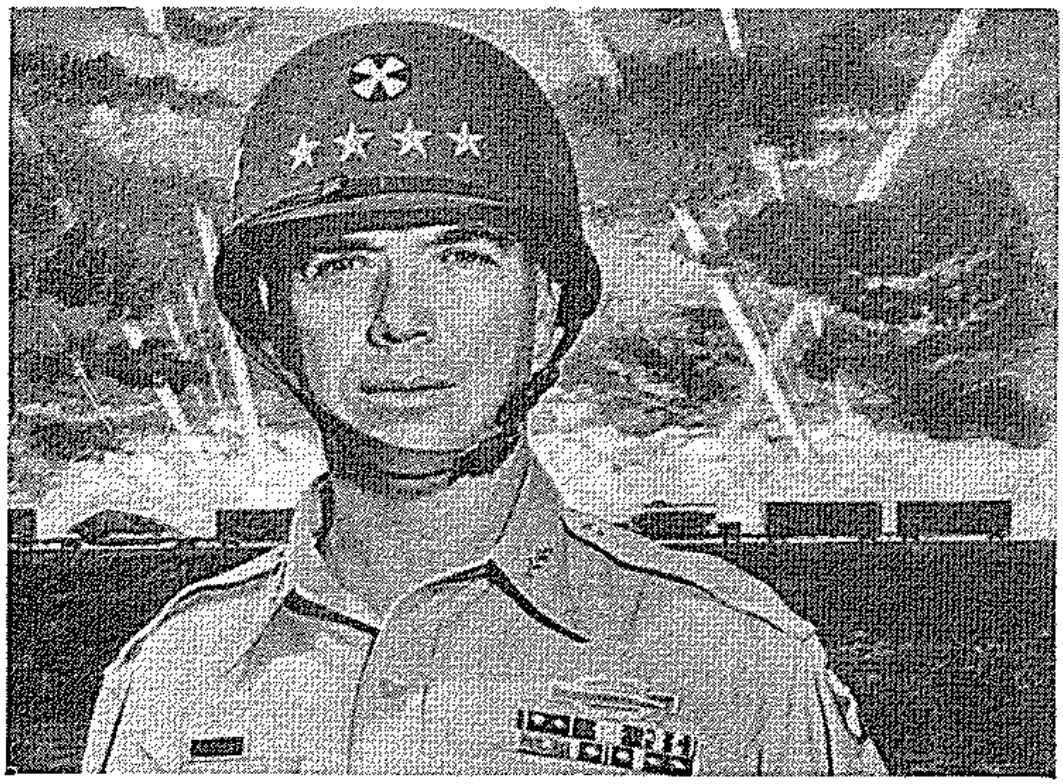
TUCSON DIVISION: Pensioner: John Woodward, agent-telegrapher.

RIO GRANDE DIVISION: Pensioner: William Roseborough, chair car porter.

SALT LAKE DIVISION: Pensioner: Daniele Tuccori, section foreman.

MISCELLANEOUS: Helen Morgan, telephone operator, NWP; Josephine Laloma, seamstress, Oakland Commissary. Pensioners: Benjamin Collins, lounge car attendant, Dining Car Dept.; Julian Lopez, boilermaker, El Paso Shops; Charles Powell, chief clerk, General Office; Oscar Johnson, ranger, Land Dept.; William Powell, station acct., SPSS Lines; Robert Cole, foreman, San Rafael, NWP.

EQUALITY IN TREATMENT IS IMPORTANT



A message from a distinguished soldier: GENERAL JAMES A. VAN FLEET

Why our National Security Depends on Strong Railroads

"The railroads of the United States are a great basic military asset. They are as much a part of the military strength of the nation as our Army, Navy, Air Force, and Marines, because none of these great armed services could long operate without the logistical support which railroads provide."

So says General James A. Van Fleet, U. S. Army (Ret.), former Commander of the 8th Army in Korea.

"Therefore," he points out, "we have now and always will have vital need for strong, vigorous, progressive railroads, with reserves of traffic capacity and trained manpower upon which the Armed Forces can draw for their own combat and strategic requirements. *To maintain such a rail plant in readiness, it must be used in peacetime.*"

That's one vital reason why it is important to you — and to the nation — that our public policies should give to railroads equal treatment and opportunity with other forms of transportation. Then each form can do for you the things which it does best, and America's modern railroads will be able to serve you with increasing efficiency and economy.

ASSOCIATION OF
AMERICAN RAILROADS
WASHINGTON, D. C.